

Route 163

Updated: December 2005

Hyrum to Avon, June 26, 1933.

1953 Description:

From Hyrum on Route 101 southerly to Avon.

1963 Description:

This route was reversed and **approved by the Legislature.**

From Avon northerly to Route 101 in Hyrum.

Approved by the 1963 Legislature:

Approved by the 1965 Legislature:

1966 Description:

Withdrawn as a Route Number ****(A) Scanned** 9/22/66 (Transferred to Route 162)

1968 Description:

From the Levan West Interchange east to Levan on SR-28. ***(B)** 1/23/68. This formally was part of SR-1.

1975 Legislature: Description remains the same.

***(C) 1977 Commission Action (May 20, 1977)**

The 1975 description of State Route 163 is deleted from the State System and reassigned as State Route 78. State Route 163 is reassigned to traverse the alignment of US-163.

1977 Description:

From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to State Route 70 (I-70) at Crescent Junction.

***(D)**

1983 Legislature Description:

From the Utah-Arizona State line southwest of Mexican Hat northeasterly to Route 191 near Bluff. Effective May 10, 1983.

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

Route 163 Cont.

***(E) 1986 Commssion Action April 18, 1986:**

Revised Route 163, *added* from Route 191 at Bluff easterly to Route 262 at Montezuma Creek, a distance of 14.00 miles.

1988 Legislature Description:

From the Utah-Arizona State line southwest of Mexican Hat northeasterly to Route 191 near Bluff and beginning again on Route 191 at Bluff easterly to Route 262 at Montezuma Creek.

***(F) Commission Action July 22, 1998:**

Description of abandonment of Right-of-Way along old alignment of SR-163 (Old SR-47).

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

***(G) Commission Action February 20, 2004:**

Re-designate - Portion traversing easterly from the Junction of SR 191 to the Junction of SR 262 be assigned as a portion of new SR-162.

2004 Legislature:

From the Utah-Arizona state line southwest of Mexican Hat northeasterly to Route 191 near Bluff.

* Refers to resolution index on the following page.

** Refers to Scanned Computer Resolution index on the following page.

Route 163

COUNTY/VOLUME & RESOLUTION NUMBER

A. Cache Co. 1/138	B. Juab Co. 2/30	C. San Juan Co. 6/2
D. San Juan Co. 6/37	E. San Juan Co. 7/20	F. San Juan Co. ??????
G. San Juan Co. 11/5		

DESCRIPTION OF RESOLUTION CHANGE

(A). Deletion -	From Avon northerly to the Jct. With SR-101.
(B). Re-designation -	Former alignment of SR-1, from Levan West Interchange east to Levan at Jct. SR-28.
(C). Re-designation -	SR-163 designated to coincide with US 163.
(D). Re-designation -	Portion of SR-163 from a point near Bluff northerly to Crescent Jct. Becomes a portion of SR-191 also becomes US 191.
(E). Addition/Extension -	From SR-191 near Bluff easterly to Jct. SR-262 at Montezuma Creek.
(F). Abandonment -	Abandonment of old Right-of-Way.
(G). Re-designation-	From SR-191 in Bluff to the Junction of SR-262 assigned as a portion of new SR 162.

RESOLUTION

State Route 162 and 163

SR-162 &
138

WHEREAS, it has been recommended by Mr. W. E. Mickelson, District Engineer, that State Route 163 be deleted from the State System of Highways and that State Route 162 be extended from its present termini at Avon, to traverse State Route 163 and,

WHEREAS, by this action continuity in the State Route System would be maintained and would be advantageous as a guide to anyone using this roadway.

NOW THEREFORE, be it resolved as follows:

1. That State Route 162 be extended from its present termini in Avon northerly via present State Route 163 to a junction with State Route 101 near Hyrum east city limits and by this action deleting the designation of State Route 163.

2. That by this action there will be no change in the State System of Highway mileage.

3. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 22nd day of September, 1966.

STATE ROAD COMMISSION OF UTAH

Edgar J. King
Chairman

Frank H. Hines
Commissioner

Donald A. Ball
Commissioner

RESOLUTION
State Route 162 and 163
Page 2

Commissioner

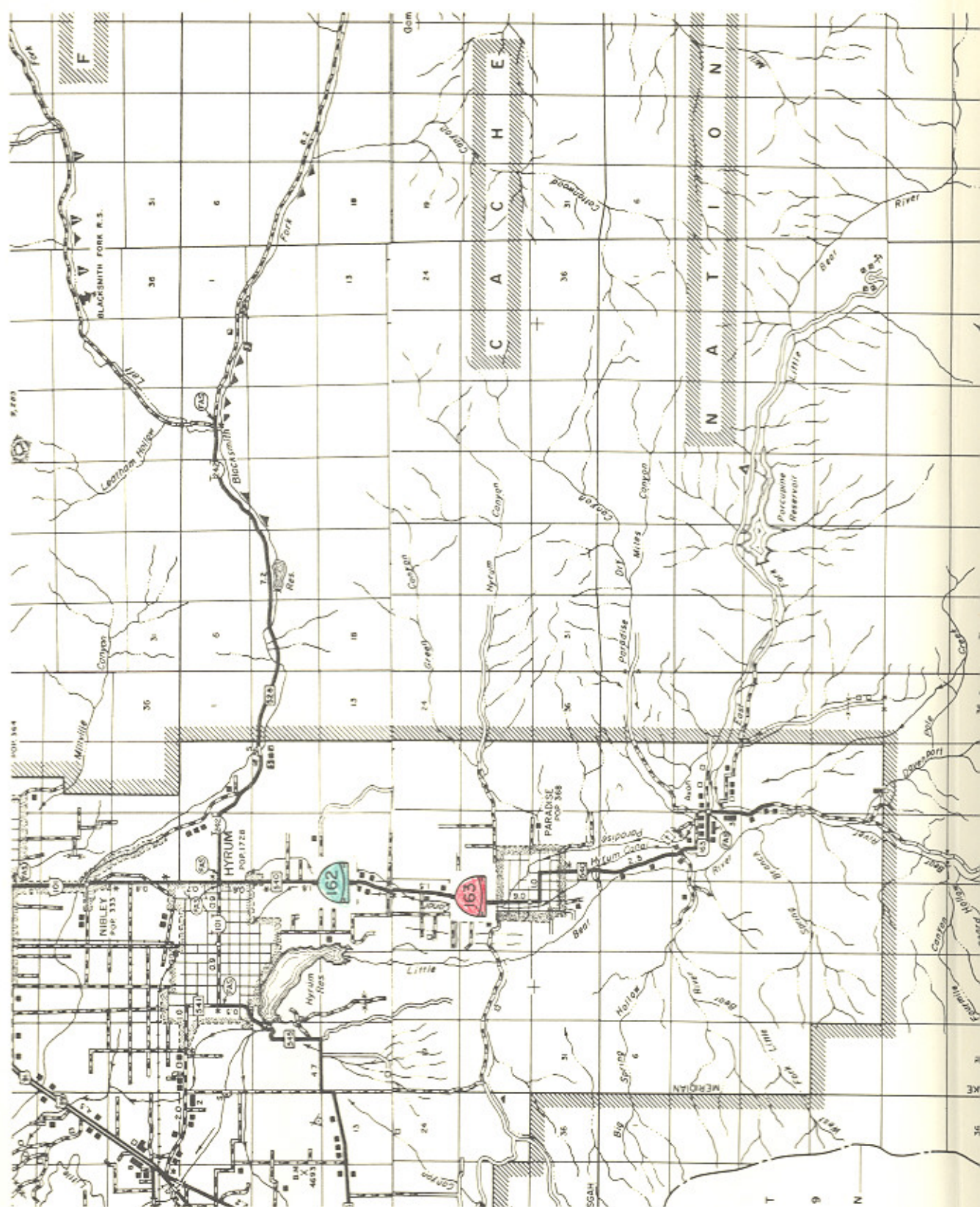
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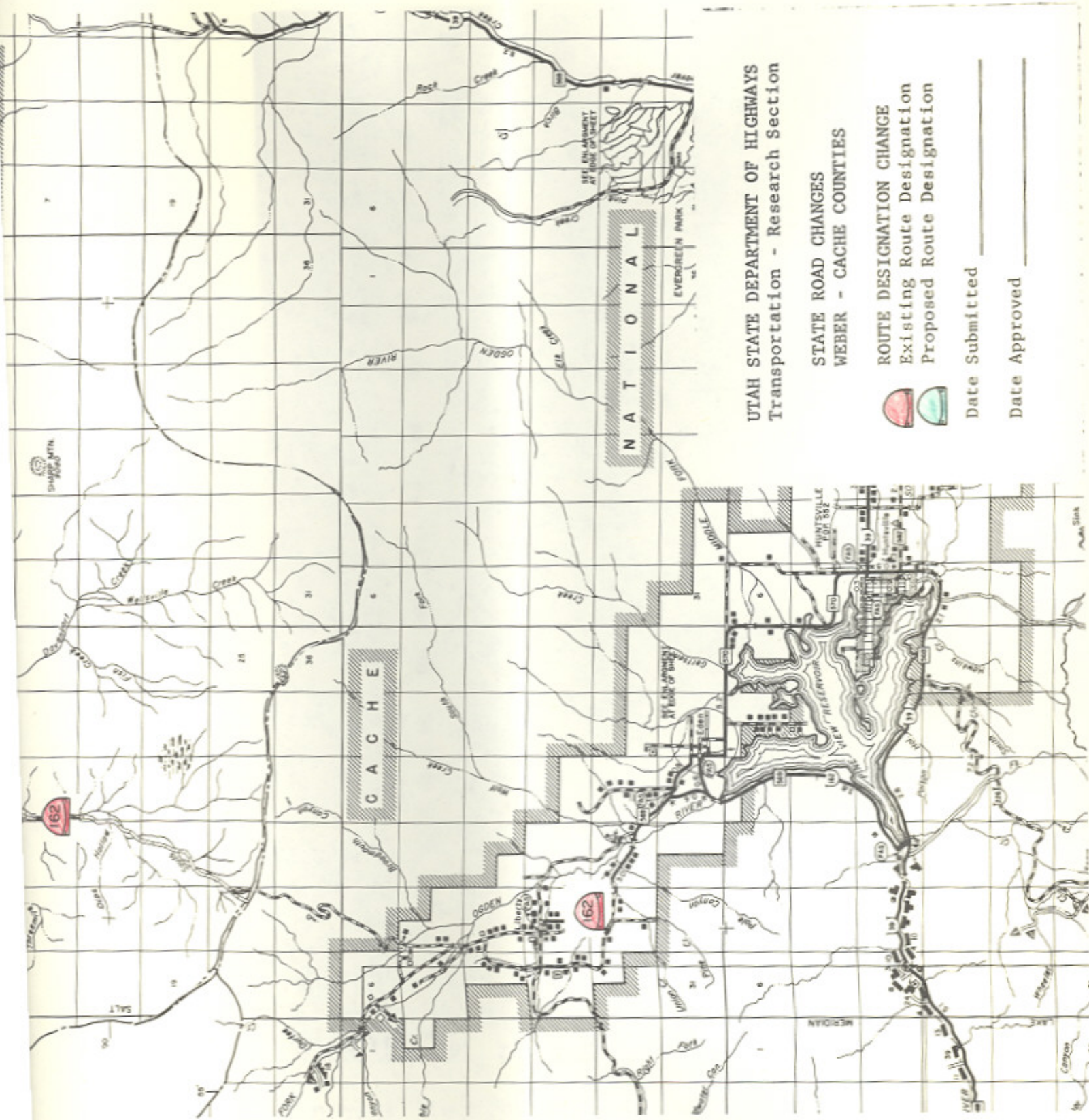
Commissioner

ATTEST:

Amos A. Fenley

Secretary





UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
WEBER - CACHE COUNTIES

ROUTE DESIGNATION CHANGE
Existing Route Designation
Proposed Route Designation



Date Submitted _____

Date Approved _____

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 15, 1966

TO : B. Dale Burningham, Chief Research Engineer

FROM : W. E. Mickelson, District Engineer *WEM*
District No. One

SUBJECT: State Route No. 162 and No. 163 - Cache and Weber Counties

Dona
8/18/66

At the time the Avon to Liberty road was turned over to us for maintenance it was given the State Route No. 162. This was an extension of the road that then covered from Pine View Dam to Liberty. The present termini then for S.R. 162 is from Pine View Dam to Avon. Our present route S.R. 163 goes from Hyrum - Jct. of 163, 101 and 242 to Avon.

Since most people would go the whole route as a short cut from Ogden Valley to Cache Valley, we propose that S.R. 163 be deleted from the system and that S.R. 162 termini read from Pine View Dam to the Cache County line, road section 29-162-1, maintained by Shed No. 92, Huntsville, and that road section 03-162-1, Weber County line to Jct. 101, 162 and 242, near Hyrum, maintained by Shed No. 82, Wellsville. This change would simplify the record-keeping and more clearly describe the road for our maps and would not change the maintenance responsibility of the sheds.

WEM:cw

cc: R. W. Griffin
Jim West
Porter M. Gooch
Wallace D. Mears
Ed Chadwick
Ogden Office File

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 15, 1966

TO : E. Dale Burningham, Chief Research Engineer

FROM : W. E. Mickelson, District Engineer
District No. One

SUBJECT: State Route No. 162 and No. 163 - Cache and Weber Counties

At the time the Avon to Liberty road was turned over to us for maintenance it was given the State Route No. 162. This was an extension of the road that then covered from Pine View Dam to Liberty. The present termini then for S.R. 162 is from Pine View Dam to Avon. Our present route S.R. 163 goes from Hyrum - Jct. of 163, 101 and 242 to Avon.

Since most people would go the whole route as a short cut from Ogden Valley to Cache Valley, we propose that S.R. 163 be deleted from the system and that S.R. 162 termini read from Pine View Dam to the Cache County line, road section 29-162-1, maintained by Shed No. 92, Huntsville, and that road section 03-162-1, Weber County line to Jct. 101, 162 and 242, near Hyrum, maintained by Shed No. 82, Wellsville. This change would simplify the record-keeping and more clearly describe the road for our maps and would not change the maintenance responsibility of the sheds.

WEM:cw

cc: R. W. Griffin
Jim West
Porter M. Gooch
Wallace D. Mears ✓
Ed Chadwick
Ogden Office File



David L. Greenwood
August 2, 1966

DIRECTOR
HENRY C. HELLAND



STATE HIGHWAY ENGINEER
BLAINE J. KAY

ADDRESS REPLY TO
DISTRICT ENGINEER

Utah State Department of Highways

J. O. ADAIR
DISTRICT ENGINEER

Price, Utah

August 2, 1966

UTAH STATE DEPARTMENT OF HIGHWAYS

David L. Greenwood, Chairman
Utah County Commission
99 South Second East
American Fork, Utah

J. O. Adair
District Four Engineer

Dear Mr. Greenwood:

The construction of Price Canyon in Carbon County on Highway 50 & 6 has been under construction for the past two years and we have been using the detour road across what is known as the Park. The detour or Park Road traverses from Colton on the west side to Bambuger Monument on State Road 33 on the east end. This road traverses through part of Utah County and Carbon County.

Before we started using this road as a detour we built the highway to a 24 foot width, oiled the surface, and replaced all structures with CMP pipe. The road is in very good condition and moneys that were spent on this road were from primary moneys and there were no other moneys involved. This road is not on the primary system or a State secondary system or a County secondary system, but its present status is a County road. This road is used by allotment holders that are in the area, people that are out for a scenic drive, and by people from Carbon, Utah and Duchesne Counties.

The Department of Highways will have no further need for this road for a detour and therefore no maintenance moneys will be spent in the future. Therefore, you may wish to keep this road in a good condition by providing maintenance by the County forces. Carbon County is also being notified pertaining to the section of road that is in Carbon County, for the purpose of future maintenance. The attached map will help to orient the location of this

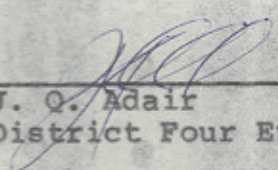
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2589-118

David L. Greenwood
August 2, 1966
Page 2

road. All the traffic that was traveling on Highway 50 & 6 is now directed through Price Canyon as of July 1, 1966.

Yours truly,

UTAH STATE DEPARTMENT OF HIGHWAYS



J. Q. Adair
District Four Engineer

JQA:kl

Attachment

cc: Blaine J. Kay ✓
Ted Nielson



DIRECTOR
HENRY C. HELLAND

STATE HIGHWAY ENGINEER
BLAINE J. KAY



ADDRESS REPLY TO
DISTRICT ENGINEER

Utah State Department of Highways

Price, Utah

August 2, 1966

J. Q. ADAIR
DISTRICT ENGINEER

Walter H. Maynard, Chairman
Carbon County Commission
30 West 200 North
Price, Utah

Dear Sir:

The detour road that was used during the time of the construction of Price Canyon has no further need as a detour for the Department of Highways. Therefore we are requesting that the portion of the road in Carbon County be maintained by County forces.

This road is not on the primary system, State secondary system, or County secondary system, but yet it is still a County road. I am sure you are well aware of the condition of the road before we improved it and the standards to which it was built before it was used as a detour. This road is in good condition and should be maintained by County forces in the future. The traffic has not used this road as a detour since July 1, 1966, except for two or three hours during the dedication ceremony on July 28, 1966. We will change the signs on the east end, otherwise the road will be left as it was constructed.

We are attaching a map showing the section of road mentioned in this letter.

Yours truly,

UTAH STATE DEPARTMENT OF HIGHWAYS

J. Q. Adair
District Four Engineer

cc: Blaine J. Kay
Ted Nielson

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 15, 1966

TO : B. Dale Burningham, Chief Research Engineer

FROM : W. E. Mickelson, District Engineer *WEM*
District No. One

SUBJECT: State Route No. 162 and No. 163 - Cache and Weber Counties

Done
8/18/66

At the time the Avon to Liberty road was turned over to us for maintenance it was given the State Route No. 162. This was an extension of the road that then covered from Pine View Dam to Liberty. The present termini then for S.R. 162 is from Pine View Dam to Avon. Our present route S.R. 163 goes from Hyrum - Jct. of 163, 101 and 242 to Avon.

Since most people would go the whole route as a short cut from Ogden Valley to Cache Valley, we propose that S.R. 163 be deleted from the system and that S.R. 162 termini read from Pine View Dam to the Cache County line, road section 29-162-1, maintained by Shed No. 92, Huntsville, and that road section 03-162-1, Weber County line to Jct. 101, 162 and 242, near Hyrum, maintained by Shed No. 82, Wellsville. This change would simplify the record-keeping and more clearly describe the road for our maps and would not change the maintenance responsibility of the sheds.

WEM:cw

cc: R. W. Griffin
Jim West
Porter M. Gooch
Wallace D. Mears
Ed Chadwick
Ogden Office File

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 15, 1966

TO : B. Dale Burningham, Chief Research Engineer

FROM : W. E. Mickelson, District Engineer
District No. One

SUBJECT: State Route No. 162 and No. 163 - Cache and Weber Counties

At the time the Avon to Liberty road was turned over to us for maintenance it was given the State Route No. 162. This was an extension of the road that then covered from Pine View Dam to Liberty. The present termini then for S.R. 162 is from Pine View Dam to Avon. Our present route S.R. 163 goes from Hyrum - Jct. of 163, 101 and 242 to Avon.

Since most people would go the whole route as a short cut from Ogden Valley to Cache Valley, we propose that S.R. 163 be deleted from the system and that S.R. 162 termini read from Pine View Dam to the Cache County line, road section 29-162-1, maintained by Shed No. 92, Huntsville, and that road section 03-162-1, Weber County line to Jct. 101, 162 and 242, near Hyrum, maintained by Shed No. 82, Wellsville. This change would simplify the record-keeping and more clearly describe the road for our maps and would not change the maintenance responsibility of the sheds.

WEM:cw

cc: R. W. Griffin
Jim West
Porter M. Gooch
Wallace D. Mears ✓
Ed Chadwick
Ogden Office File

R E S O L U T I O N

State Routes 1, 28, 41 and 163

WHEREAS, to enable the programming of interstate construction projects between Levan and Nephi with the proper State Route and Federal-aid Route designations and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to redesignate a portion of State Route 1 from a point west of Levan to a point north of Nephi and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 15 as State Route 1, as maintenance responsibility is assumed.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, As Amended, it is hereby resolved as follows:

1. That the new alignment to be created by the construction of Interstate Route 15 from Levan West Interchange northerly to Nephi North Interchange, a distance of 14.0 + - miles will be designated as a part of State Route 1.
2. That State Route 28 be extended from its present termini in Levan northerly traversing the former location of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.
3. That the former location of State Route 1 from the first interchange north of Levan to the former location of Route 1, south of Nephi, a distance of 1.7 + - mile, be transferred to local jurisdiction at such time as the new routes are completed and opened to traffic and concurrence from Juab County is obtained.

RESOLUTION

State Routes 1, 28, 41 and 163

Page 2

4. That portion of former State Route 1 from Nephi South Interchange to Nephi North Interchange be redesignated as State Route 41, a distance of 6.0 + - miles.

5. That the former location of State Route 1 from Levan West Interchange east to Levan on State Route 28 be redesignated State Route 163, a distance of 3.1 + - miles.

6. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to relocate Federal-aid Primary Route 1 to traverse Interstate Route 15 from Levan West Interchange northerly to Nephi North Interchange and that Federal-aid Primary Route 22 be extended from its present termini in Levan northerly via State Route 28 to the first interchange north of Levan. That the roadway designated as State Route 163 from Levan West Interchange east to State Route 28 in Levan be placed on the Federal-aid Secondary System of Highways.

7. That the old alignment of Federal-aid Primary Route 1 from Nephi South Interchange to Nephi North Interchange be redesignated as Federal-aid Primary Route 38 traversing the new State Route 41 through Nephi.

8. That by this action State Highway System mileage will increase 12.3 + - miles, Federal-aid Primary System mileage will increase 9.2 + - miles, and Federal-aid Secondary System mileage will increase 3.1 + - miles.

9. That the map attached illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 23rd day of January, 1968.

STATE ROAD COMMISSION OF UTAH

A. Victor Hamilton
Chairman

RESOLUTION

State Routes 1, 28, 41 and 163

Page 3

Clem A Church
Commissioner

Ross W. Root
Commissioner

Charles H. Strong
Commissioner

Frederic B. Fitch
Commissioner

ATTEST:

Donald A. Zeeley
Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
JUAB COUNTY

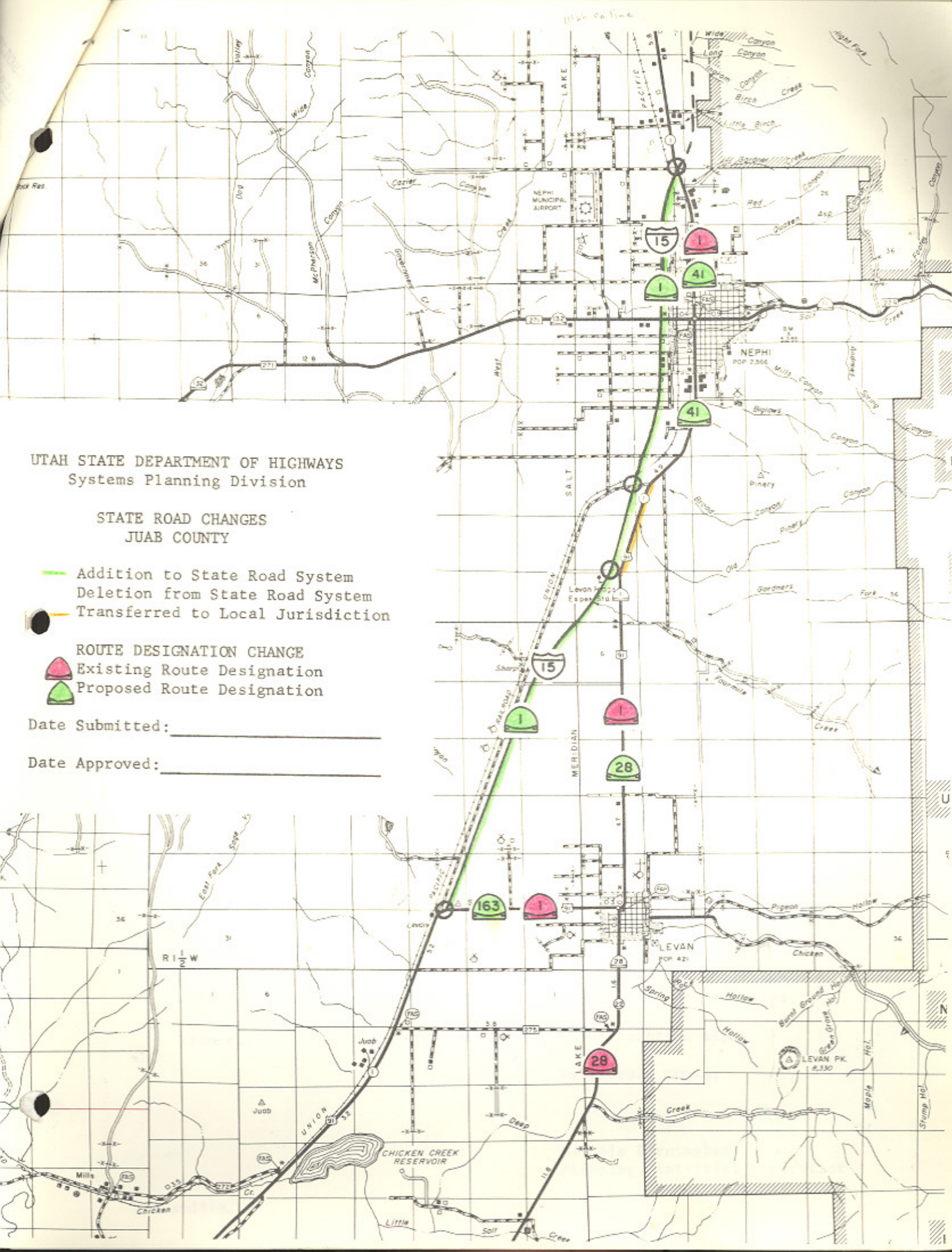
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

ROUTE DESIGNATION CHANGE

- Existing Route Designation
- Proposed Route Designation

Date Submitted: _____

Date Approved: _____



UTAH STATE DEPARTMENT OF HIGHWAYS

January 30, 1968

The Honorable Harlow W. Pexton
Mayor of Nephi
Nephi, Utah 84648

Dear Mayor Pexton:

Subject: Transfer to a new alignment a portion of State Route 1,
extension of State Route 28, addition of State Route 41
and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present terminus in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

UTAH STATE DEPARTMENT OF HIGHWAYS

January 30, 1968

Mr. Ferrel Wankier
Town President
Levan, Utah 84639

Dear Mr. Wankier:

Subject: Transfer to a new alignment a portion of State Route 1,
extension of State Route 28, addition of State Route 41
and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present termini in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

UTAH STATE DEPARTMENT OF HIGHWAYS

January 30, 1968

Mr. Alton S. Gadd, Chairman
Juab County Commission
Nephi, Utah 84648

Dear Mr. Gadd:

Subject: Transfer to a new alignment a portion of State Route 1,
extension of State Route 28, addition of State Route 41
and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present termini in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

UTAH STATE DEPARTMENT OF HIGHWAYS

09-42.4
50-RS

January 30, 1968

Mr. Daniel Watt, Division Engineer
U.S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads
Federal Building
125 South State Street
Salt Lake City, Utah 84111

Dear Mr. Watt:

Subject: Transfer to a new alignment a portion of State Route 1,
extension of State Route 28, addition of State Route 41
and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present terminus in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of Former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

UTAH STATE DEPARTMENT OF HIGHWAYS

Mr. Daniel Watt, Division Engineer

Transfer to a new alignment a portion of State Route 1,
extension of State Route 28, addition of State Route 41
and addition of State Route 163 in Juab County
Page 2

The old alignment of State Route 1 from the Levan West Interchange
east to Levan was redesignated as State Route 163, a distance of 3.1
miles.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 30, 1968

TO : Howard B. Leatham
Engineer for Planning & Programming

FROM : B. Dale Burningham
Planning Statistics Supervisor

SUBJECT: Transfer to a new alignment a portion of State Route 1,
extension of State Route 28, addition of State Route 41
and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present terminus in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

Transmitted is a copy of the resolution and a location map.

Transmittal

Same Memo Sent To:

W. L. Anderson
Ralph Murdock
Dean R. Steed
Porter M. Gooch
James Booth
Robert Walsh
Lillian Witkowski
Garn Henderson
Bruce Fjeldsted

Daniel Little
Chauncey Powis
Wallace J. Liddle
David Sargent
Eva McEwan
Alex E. Mansour
Keith Rosevear
Charles V. Anderson
Edwin E. Lovelace

John W. Homer
Evelyn Crill
Ezra Christensen
E. Paul Hilgen
Jim West
Blaine J. Kay
Ellen Wandell
Don Jensen

Same Letter Sent To:

Daniel Watt, Division Engineer
Alton S. Gadd, Chairman, Juab County Commission
Ferrel Wankier, Town President, Levan
Harlow W. Pexton, Mayor of Nephi
Norm Hancock, Fish & Game Department

BDB:ER:bt

RESOLUTION

WHEREAS, Project US-0163(1) from 7th West Street to 2nd West Street on 4th South Street in Salt Lake City, a distance of 0.788 mile was on the State System of Highways prior to the 1969 session of the Utah State Legislature, and

WHEREAS, this project was in progress prior to the 1969 Legislature, and

WHEREAS, this project is funded under state and federal funds, and

WHEREAS, it is in the best interest of the highway user that this project be completed as soon as possible.

NOW THEREFORE, be it resolved as follows:

That the portion of roadway from 7th West Street east coincident with 4th South Street to 2nd West Street in Salt Lake City to be reconstructed as part of Project US-0163(1), continue as state responsibility for completion of project and maintenance.

That upon the completion of Project US-0163(1) this portion of roadway will revert to the jurisdiction of Salt Lake City Corporation under the provision of Senate Bill 67 enacted by the 1969 Legislature.

That the attached map illustrating the subject road be hereby incorporated as a part of this submission.

Dated this 26th day of June, 1970

STATE ROAD COMMISSION OF UTAH

Glen A. Church
Chairman

B. La Juan Cox
Vice-Chairman

Wayne S. Winter
Commissioner

RESOLUTION
Project US-0163(1)
Page 2

Ken W. Hunt

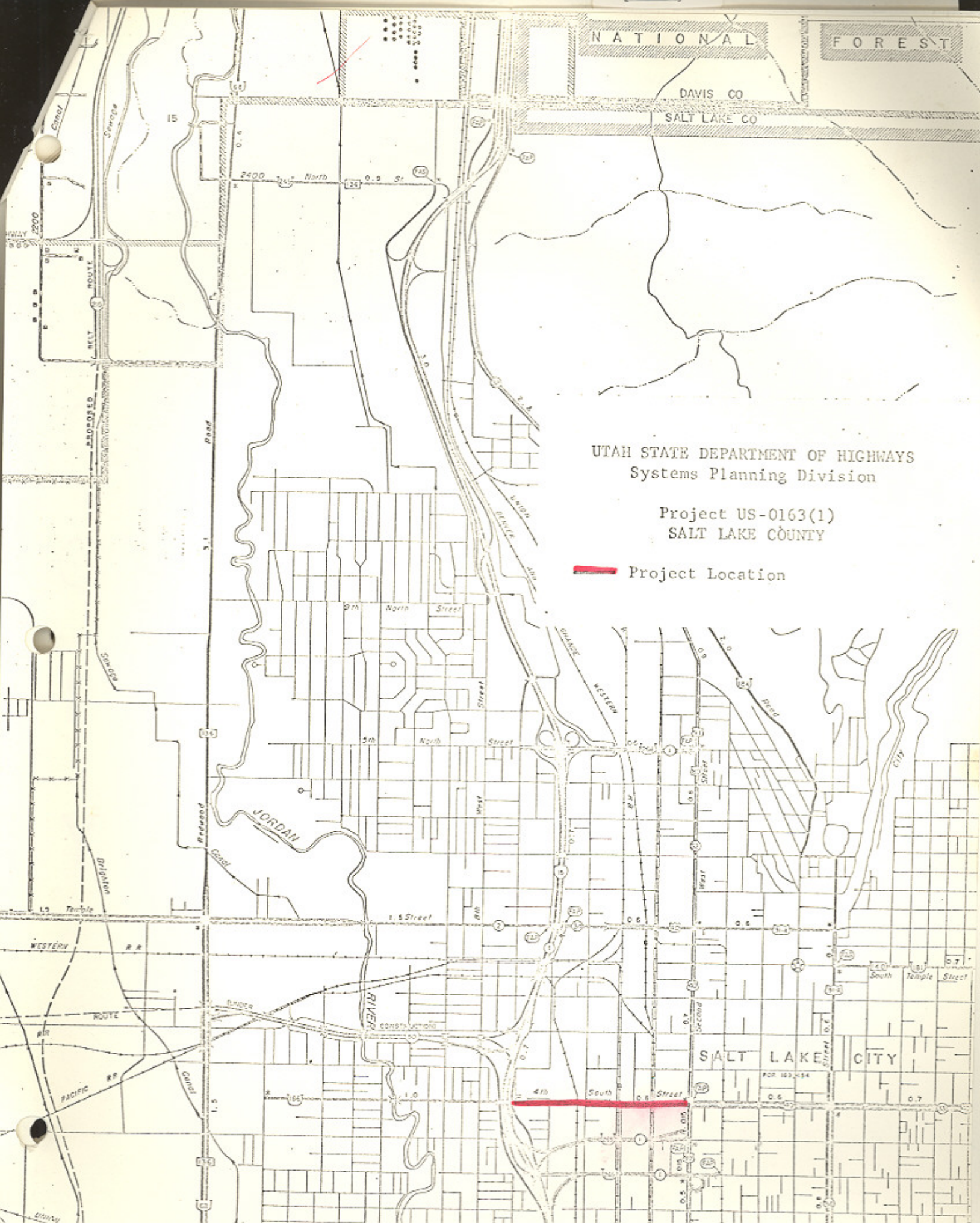
Commissioner

Francis Ford

Commissioner

ATTEST:

Ronald A. Feinberg
Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS

✓ cc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. Joseph S. Fenton, Salt Lake City Engineer

Resolution & location map sent to:

J. Quintin Adair
Jerry Fenn
Ralph Murdock
Dean Steed
Porter M. Gooch
Robert Walsh
Lillian Witkowski
J. Edward Johnston
James N. Adams
Evelyn Crill

Wallace Liddle
David Sargent
Alex Mansour
Keith Rosevear
Robin Hood
Harold Brown
Ray Behling
Bonnie Garcia
John W. Homer
Chauncey Powis

E. Paul Gilgen
Charles Bertolina
Jim West
Ellen Wandell
Don Jensen
Ken Riddle
Winston Neiman
Robert Weadon
Beatrice Miller
Ezra Christensen
Maurice Richey

July 7, 1970

The Honorable J. Bracken Lee
Mayor of Salt Lake City
City & County Building
Salt Lake City, Utah 84111

Dear Mayor Lee:

Subject: Construction and Maintenance of State and Federal Constructed
Roadway in Salt Lake City

On June 26, 1970, the Utah State Road Commission adopted a resolution to maintain responsibility of that roadway in Salt Lake City from 7th West Street east on 4th South Street to 2nd West Street being constructed by Project US-0163(1) until it's completion. Upon completion of this project the roadway will be transferred to the jurisdiction of Salt Lake City.

Attached is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

RESOLUTION

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~⁸⁴ and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~⁸⁴ as State Route ~~126~~⁸²,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

RESOLUTION

Redesignation of Various State Routes

Page 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

2

RESOLUTION
Redesignation of Various State Routes
Page 3

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

✓ Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

✓ Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

✓ Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

✓ Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

✓ Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

✓ Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

✓ Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

✓ Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~⁸⁴ (Interstate Route 80N) west of Snowville. Then commencing

RESOLUTION

Redesignation of Various State Routes

Page 4

again at a junction with Route ~~82~~⁸⁴ (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

✓ Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

✓ Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

✓ Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

✓ Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

✓ Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

✓ Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

RESOLUTION

Redesignation of Various State Routes

Page 5

✓ ⁸⁴
Route ~~82~~ From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ⁸⁴~~80N~~). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ ¹²⁶
Route ~~84~~ From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

✓ Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

○ Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

RESOLUTION

Redesignation of Various State Routes

Page 6

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

✓ Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

✓ Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~⁸⁴ (Interstate Route ~~80N~~⁸⁴) west of Tremonton.

✓ Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

✓ Route ~~126~~⁸² From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

✓ Route 134 From Kaneshville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

✓ Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

✓ Route 169 From Route 162 east to Eden on Route 166.

✓ Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

✓ Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

RESOLUTION

Redesignation of Various State Routes

Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. L. Loun

Chairman

W. L. Loun

Vice-Chairman

W. L. Loun

Commissioner

W. L. Loun

Commissioner

W. L. Loun

Commissioner

ATTEST:

Donald A. Finley

Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

<u>Existing Designation</u>	<u>New Designation</u>	<u>District</u>	<u>Miles</u>
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	<u>27.8</u>
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E. *L.R.J.*
Engineer for Transportation Planning

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

2
UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

O
Subject: Redesignation of State Routes

Dear Mr. Hancock:

P
On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

Y
LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Blaser, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Forest & Livestock Agency

State
Changyos
2

1/10/80

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department



HENRY E. STAFFORD, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later than July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration



COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN
THIS TO THE CENTRAL FILES AFTER ACTION HAS
BEEN COMPLETED.

SEARCHED	INDEXED	SERIALIZED	FILED
KAY			

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

O
Subject: Redesignation of State Routes

Dear Mr. Hancock:

P
On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

Y
LRJ/BDB/WDW/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin H. Hines, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Power & Light Co.

Addition and Redesignation of Various State Routes

WHEREAS, it has been the policy to redesignate by hierarchy state route numbers to be synonymous with US route designations, and

WHEREAS, the American Association of State Highway and Transportation Officials approved the extension of US Route 191 from a point north of West Yellowstone, Wyoming, southerly via the following state routes, or portions of state routes, in Utah: 260, 44, 40, 33, 6, 70 and 163 to Chambers, Arizona, and

WHEREAS, a portion of this route (US-191) from a point near Bluff, Utah, to US-160 near Mexican Water, Arizona, is coincident with an Indian Reservation Road for which the Bureau of Indian Affairs has administrative responsibility.

NOW THEREFORE, be it resolved as follows:

That contingent upon the Bureau of Indian Affairs granting a right-of-way easement to the State of Utah and the road being in an acceptable state of maintenance for that section of road from the Utah-Arizona state line northerly to a junction with SR-163 near Bluff, a request be submitted to the State Legislature at its next regular session for approval to have this section of road included in the State System of Highways and designated as a part of route 191, to become effective upon the approval by the Legislature, and

That present State Route 163 from a point near Bluff northerly to Crescent Junction be redesignated as part of State Route 191, and

That present State Route 33 in its entirety be designated as part of State Route 191, and

That present State Route 44 from a junction with State Route 40 in Vernal northerly to Greendale Junction be designated as part of State Route 191, and

That present State Route 260 in its entirety be designated as part of State Route 191, and

That as a result of the aforementioned revisions the state routes involved will be described as follows:

Route 44 - From a junction with Route 191 at Greendale Junction westerly and northerly to Manila on Route 43.

Route 163 - From the Utah-Arizona State line at a point southwest of Mexican Hat northeasterly to Route 191 near Bluff.

Route 191 - From the Utah-Arizona State line at a point south of Bluff northerly via Blanding, Monticello and Moab to a junction with Route 70 at Crescent Junction; then commencing again at a junction with Route 6 north of Helper northerly via Indian Canyon to a junction with Route 40 at Duchesne; then commencing again at a junction with Route 40 in Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming State line.

The map sheet relating the action taken herewith is hereby incorporated as a part of this Resolution.

Dated this 4th day of September, 1981.

UTAH TRANSPORTATION COMMISSION

R. L. Starnes
Chairman

Wayne A. Whitten
Vice Chairman

Samuel D. Payne
Commissioner

Chas H Church
Commissioner

Charles Claybaugh
Commissioner

ATTEST:

Eva H. Anderson
Secretary

COMMISSION



Director
William D. Hurley, P.E.

Assistant Director
C.V. Anderson, P.E.

CHAUN COX
CHAIRMAN
JANE S. WINTERS
VICE CHAIRMAN
CLEM H. CHURCH
SAMUEL J. TAYLOR
CHARLES E. WARD

RONALD A. FERNLEY
SECRETARY

UTAH DEPARTMENT OF TRANSPORTATION

State Office Building
Salt Lake City, Utah 84114

Subject: Addition and Redesignation of Various State Routes

Dear Sir:

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191 to traverse various state routes in the State of Utah, as described in the enclosed resolution.

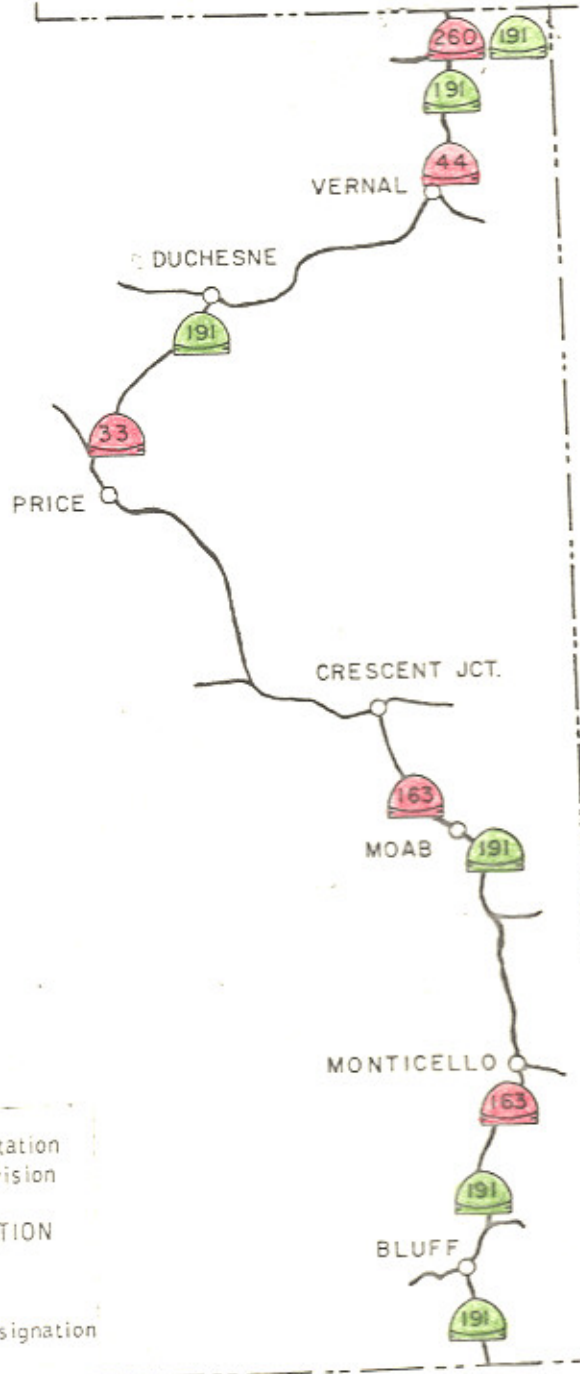
Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis



W. Ronald Delis
Engineer for Transportation Planning

Enclosure



Utah Department of Transportation
Transportation Planning Division

STATE ROAD DESIGNATION

-  Present Designation
-  Recommended New Designation

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 8, 1981

TO : L. R. Jester, P.E.
District 6 Director

FROM : W. Ronald Delis, P.E. *RD*
Engineer for Transportation Planning

SUBJECT: Addition and Redesignation of various State Routes

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191, to traverse various State Routes in the State of Utah, as described in the attached resolution.

Attached is a copy of the resolution and a location map.

The signing changes for State Routes 260, 44, 40, 33, 6, 163 and U.S. Route 163 should be completed as soon as time and money are available.

Attachment

cc: James L. Deaton P.E.
District 4 Director

AN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

- ☐ the Elimination of a U.S. (I) Route
- ☐ the Establishment of a U.S. (I) Route
- ☐ the Relocation of U.S. (I) Route
- ☒ the Extension of U.S. (I) Route 191
- ☐ the Establishment of an Alternate U.S. Route
- ☐ the Establishment of a Temporary U.S. Route
- * ☐ the Recognition of a Business Route on U.S. (I) Route
- * ☐ the Recognition of a By-pass Route on U.S. Route

BETWEEN
West Yellowstone
Montana and Chambers, Arizona

The Following
State or States are
Involved:

Montana

Wyoming

Arizona

Date Received	9/19/80
Date application acknowledged	10/15/80 5/26/81
Date to Route Number Committee	6/25/81
Date considered by Executive Committee	6/26/81
Action of Executive Committee	Extension of U.S. Route 191 Approved
Member Department Notified	6/30/81

(This block to be completed by AASHTO General Office)

Date Submitted:

September 10, 1980

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The extension of this route would provide a continuous north and south U.S. route through the eastern part of Utah. Thus, being in keeping with AASHTO Route Numbering policy providing a U.S. route connecting four States, Montana, Wyoming, Utah and Arizona. This extension of U.S. 191 would also result in the deletion of U.S. 187 that is entirely within the State of Wyoming. Thus, in keeping with AASHTO Route Numbering policy of eliminating U.S. routes entirely within one state.

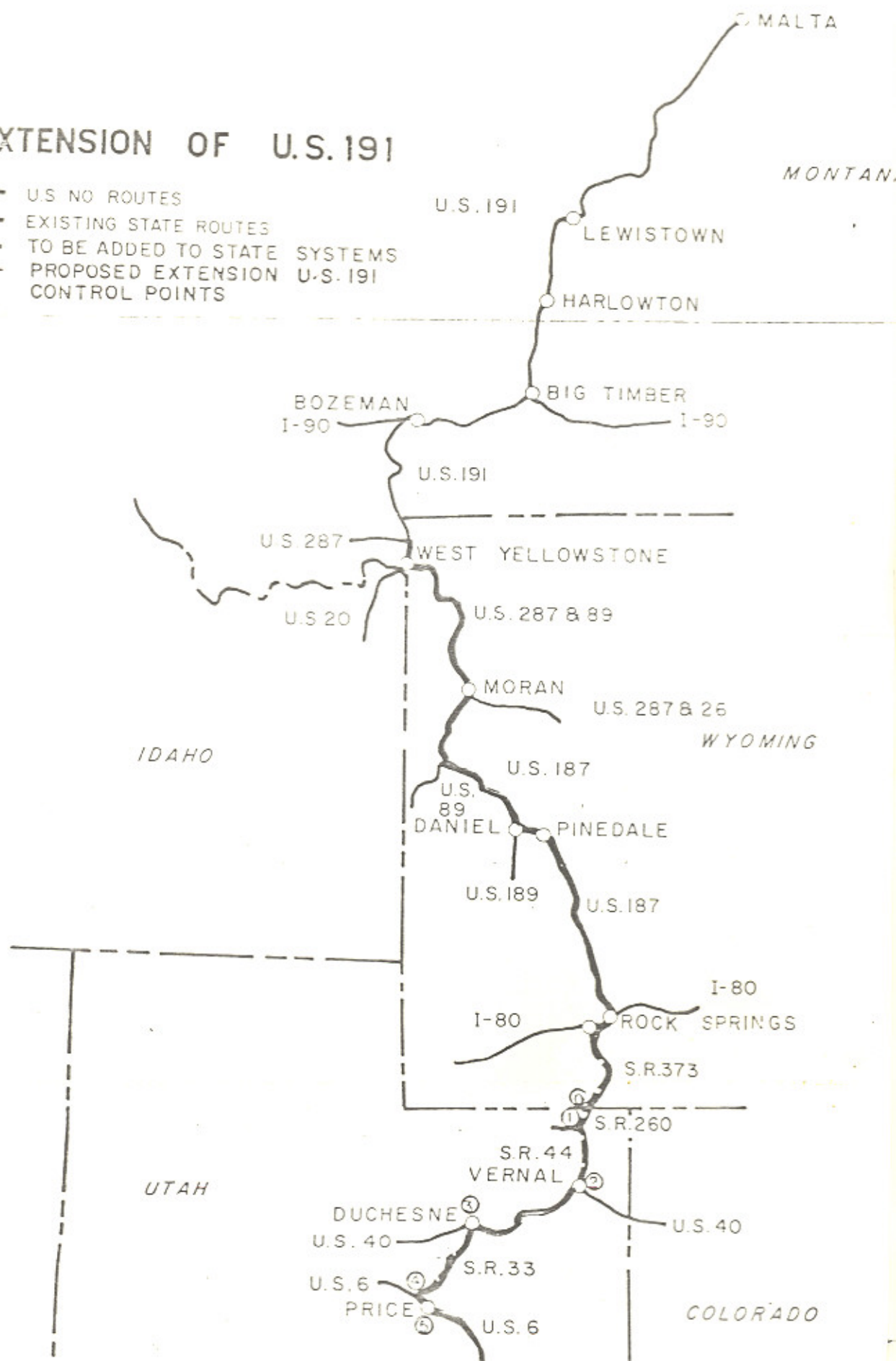
Date facility available to traffic The section of highway from Bluff to US-160 will be open to traffic by November 1980. All other sections are open to traffic now.

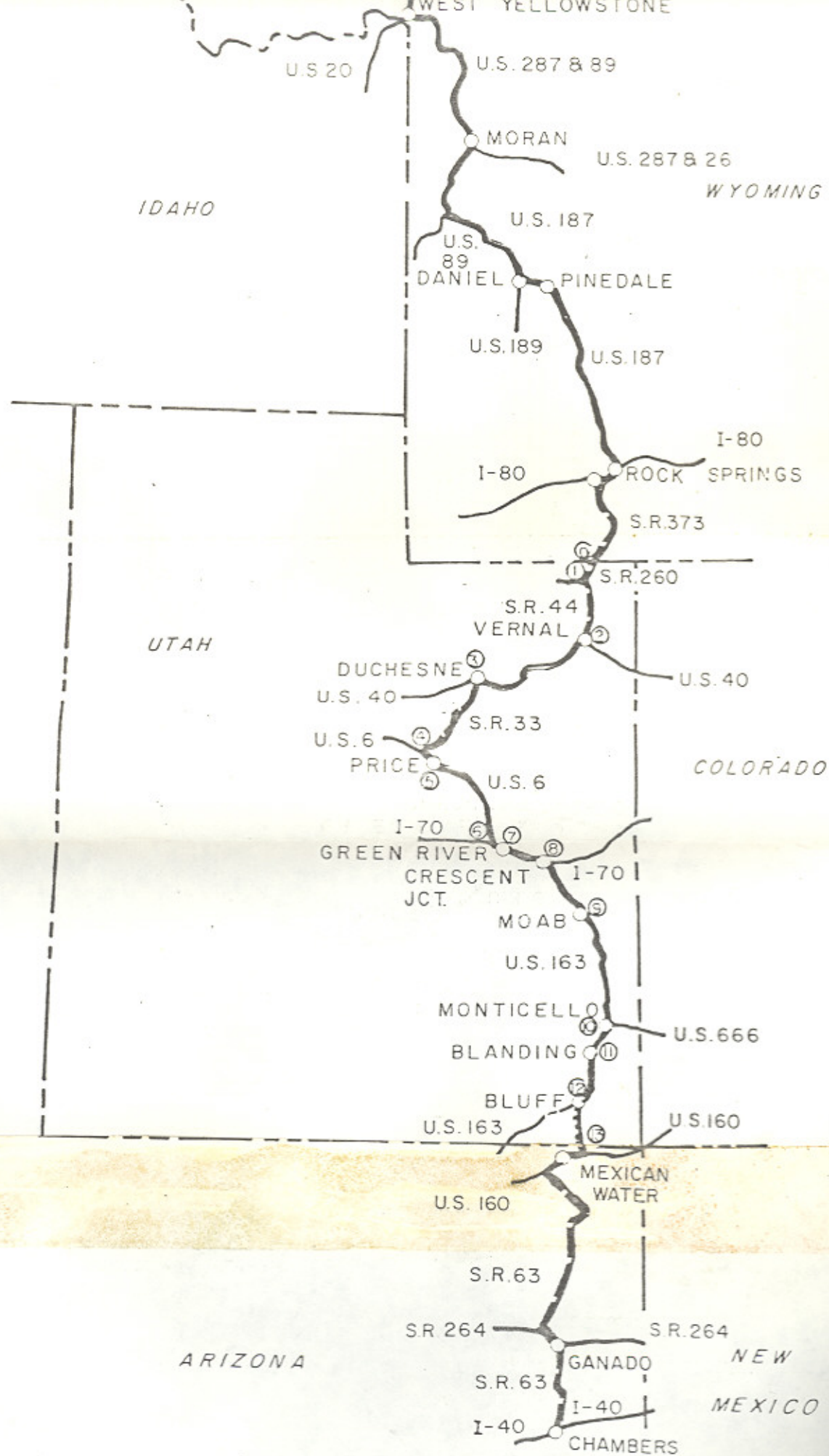
Does the petition propose a new routing over a portion of an existing U.S. Route Yes? If so, where: US-163, Bluff to Crescent Jct. - US-6 & 50, Crescent Jct. to west of Green River, US-6 west of Green River to Junction SR-33 - US-40, Duchesne to Vernal.

Does the petition propose a new routing over a portion of an existing Interstate Route Yes? If so, where: I-70, Crescent Junction to a point west of Green River.

PROPOSED EXTENSION OF U.S. 191

- U.S. NO ROUTES
- - - EXISTING STATE ROUTES
- · - · - TO BE ADDED TO STATE SYSTEMS
- PROPOSED EXTENSION U.S. 191
- ① CONTROL POINTS





POINT MILE	PAVEMENT TYPE	PAVEMENT CONDITI	TRAFFIC ADT	PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY	VERTICAL SIGHT DISTANCE DEFICIENCY	STANDARD	
				PERCENT 10 20 30 40	PERCENT 10 40 40 80	PERCENT 10 20 30 40	PERCENT 10 40 80 80	PERCENT 10 40 80 80	PERCENT 10 40 80 80	HORI- ZONTAL CURVA- TURE DEGREE
(10)	UTAH-WYOMING STATE LINE									
16.9	H	G	375	NONE	NONE	NONE	NONE			
(11)	JUNCTION SR-44 GREENDALE JUNCTION		755							
20			1200							
34.8										
40			3350							
(12)	JUNCTION US-40 IN VERNAL		14500							
60			13000							
			2800							
57.9										
80			6500							
			3400							
			2700							
100			4200							
(13)	JUNCTION SR-33 IN DUCHE SNE		900							
120										
43.6			265							
140										
	RXR		1590							
(14)	JUNCTION US-6 NORTH OF HELPER		12000							
11.0										
160	(15)	JUNCTION SR-10 IN PRICE								
			7100							
			8200							
			5900							
			4000							
180			2100							
59.5										
200										

240	3.8 (7)	JUNCTION 70 WEST ON GREEN RIVER GREEN RIVER 2970
260	31.5 (8)	2275 JUNCTION US-163 CRESCENT JUNCTION 1750
280	53.9 (9)	2900 MOAB 6950 3100
300		
320	20.9 (10)	3380 MONTICELLO 2570
340	29.4 (11)	1540 BLANDING 2295 1780
360		
380	24.6 (12)	1255 900 JUNCTION INDIAN ROAD WEST OF BLUFF 700 Est.
400	406.9 (13)	UTAH-ARIZONA STATE LINE

45-191

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2480 as compared to 6280 for the year 1979 for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

(Signature)

Chief Administrative Official, Utah Department of Transportation
(Member Department)

This petition is authorized by official action of Utah Department of Transportation Commission under date of August 15, 1980 as follows: (Copy excerpt from Minutes)

US 191 PROPOSAL

Howard Leatham said he had the opportunity to meet personally with the Planning Directors of all the states involved and discuss it with them. Montana and Wyoming are very favorable to the proposal. The State of Arizona has agreed to go along with the modifications we show.

Arizona and Utah have the same problem. The only piece of road that is a problem is the piece from Mexican Water up to Bluff across the Navajo Reservation. It is not on the state highway system in either state.

Mr. Leatham talked with the Chief Engineer of the Bureau of Indian Affairs in Shiprock, and he said that piece of road will be completed south of the bridge to a 34 ft. width standard by this October. We are cooperating with San Juan County from the bridge north.

Mr. Leatham said that his recommendation would be to make our application to AASHTO and contingent on whether or not they approved the route we could come back and add it to the system afterwards. Commissioner Taylor agreed.

A motion was made by Commissioner Taylor, seconded by Commissioner Church, and unanimously passed:

That approval be granted to proceed with the US 191 proposal and submit it to the AASHTO Numbering Committee

RESOLUTION

Addition State Route 163
San Juan County

WHEREAS, on September 14, 1984 the Utah Transportation Commission voted unanimously that upon completion of Federal-aid Secondary project RS-0408(2), the roadway from Bluff to Montezuma Creek be added to the State Highway System, and

WHEREAS, Federal-aid Secondary project RS-0408(2) has been completed and the roadway is open to traffic, and,

WHEREAS, portions of this roadway were built on new alignment and San Juan County desires that portions of the old alignment remain on the county "B" Road System.

NOW, THEREFORE, be it resolved as follows:

That the roadway from State Route 191 near Bluff easterly, coincident with FAS Route 408, to State Route 262 at Montezuma Creek be added to the State System of Highways and be designated as State Route 163.

That this action is in accordance with Section 27-12-27 of the Utah Code Annotated, 1953.

That by this action State Highway System mileage will increase 14.0+ miles and San Juan County "B" System mileage will decrease 7.7+ miles.

That the accompanying map and a portion of the Utah Transportation Commission minutes of September 14, 1984 be hereby incorporated as part of this resolution.

Dated this 18th day of April, 1986

UTAH TRANSPORTATION COMMISSION

[Signature]
Chairman

[Signature]
Vice-Chairman

[Signature]
Commissioner

Attest:

[Signature]
acting Secretary

[Signature]
Commissioner

[Signature]
Commissioner

San Juan County Request

Commissioner Taylor explained that the request from San Juan County is big. He said he discussed it with their Commission at length and has taken a very critical look at the request. They have requested turning the Class B. System over to the State. He also said that Carbon County presented their list to the Governor yesterday.

Commissioner Taylor said some of the points have merit, but overall the requests for transfers in San Juan County are not justified. He recommends that the road from Bluff to Montezuma Creek be transferred to the State Highway System. UDOT's staff recommends deleting SR-262 from the State Highway System, but Commissioner Taylor doesn't agree because SR-262 needs a lot of work.

The motion was made by Commissioner Taylor that out of the package we recommend to the legislature that the road from Bluff to Montezuma Creek be placed on the State Highway System and that we reject the rest of the San Juan County request. He noted there are other roads that have merit. They include the road from Aneth to Ismay and Ismay to Cortez, Colorado. He suggested keeping an eye on that section and working closely with Colorado in a cooperative effort when they are ready. Another one to keep in mind is the road from US-163 to Oljato. Commissioner Church seconded the motion.

Howard Leatham said that he understands that Bluff to Montezuma Creek will be worked on under a Federal Aid Secondary Project to be let in the near future, and he recommended that it not be put on the State Highway System until that is done. At the time it is complete, we can put it on the State Highway System. Voting was unanimous that;

At the completion of the Federal Aid Secondary Project, the road from Bluff to Montezuma Creek will be added to the State Highway System.

Interstate Signing

Representative Haze Hunter said that as one representative in the State and from the House of Representatives as a whole, he appreciates the job being done by the Transportation Commission and the Department of Transportation.

Representative Hunter remarked that the State of Utah depends on the tourist. They are trying to get them off the Interstate onto outlying roads where they can spend more time in the area. He feels that Iron County at Cedar City is inadequately signed. There is one sign on the south and nothing from the north for Cedar Breaks. They are requesting better signing be

10-18 Abandon Old SR-147 SR-163

RESOLUTION

Abandonment of Right-of-Way
Old SR-47 and Old SR-163
Project No. F-050-1(2)
in San Juan County

WHEREAS, Section 27-12-28 of the Utah Code 1996, Provided for the deletion of highway from state highway system — Return to county, city, or town or abandonment. (2) abandon the state highway or portion of the state highway if it no longer serves the purpose of a highway, and

WHEREAS, roadway which operated as a portion of old SR-47 was never officially abandoned when new alignment in conjunction with Project No. F-050-1(2) was completed, and

WHEREAS, the Attorney General's Office has indicated that the Transportation Commission acting in the best interest of the Utah Department of Transportation should officially abandon the old roadway described herein, and

WHEREAS, the Region Four Director has reviewed the situation pertaining to stated old right-of-way, concurs with the Attorney General's Office that the portion of old SR-47 described herein, should be officially abandoned, and

WHEREAS, the appropriate staff of the Transportation Planning Division having reviewed all the material pertaining to stated abandonment concur with the Attorney General's Office recommendation.

NOW THEREFORE, be it resolved as follows:

1. Right-of-Way of old SR-47 beginning location in the SE¼, SE¼, Section 27 Township 40S R21E, referenced from Engineer Station 2311+00 in conjunction with the realignment of roadway depicted on Project Number F-050-1(2), traversing in a northeasterly direction a distance of 0.69± miles be abandoned.
2. This abandonment will become effective upon approval of the Transportation Commission.
3. The accompanying letter, memorandums, warranty deeds, exhibits, affidavits, and map will be made part of this resolution.

Page 2

Abandonment of Right-of-Way

Old SR-47 and Old SR-163

Project No. F-50-1(2)

in San Juan County

Dated on this 22nd day of July 1998

UTAH TRANSPORTATION COMMISSION

Chairman

James H. Larkin
Vice Chairman

Commissioner

Don L. Carlson
Commissioner

Stephen M. Boddy
Commissioner

Paul M. Lelyden
Commissioner

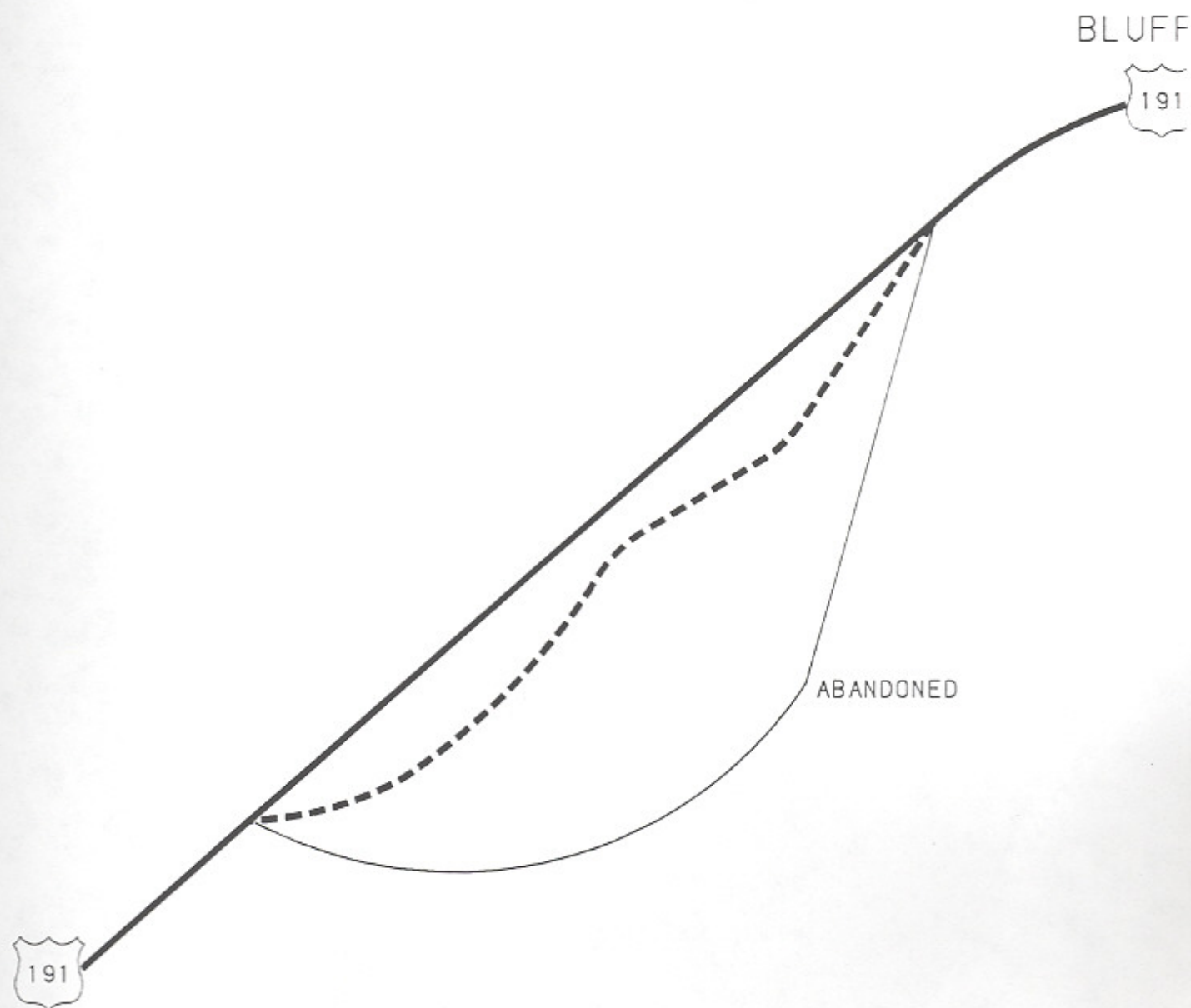
Commissioner

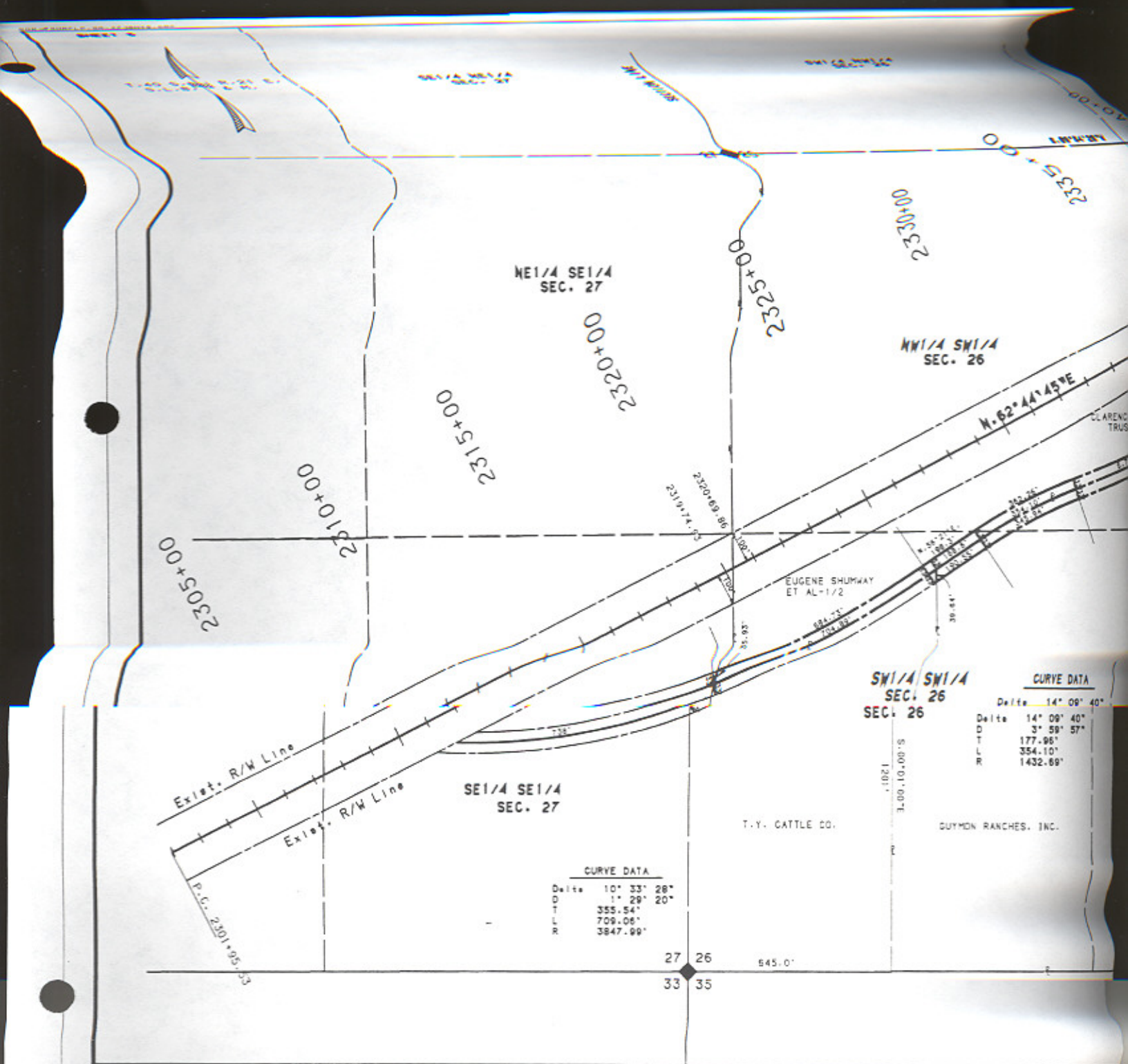
Commissioner

Attest: John L. Higgins

Secretary

RESOLUTION





SHEET 5

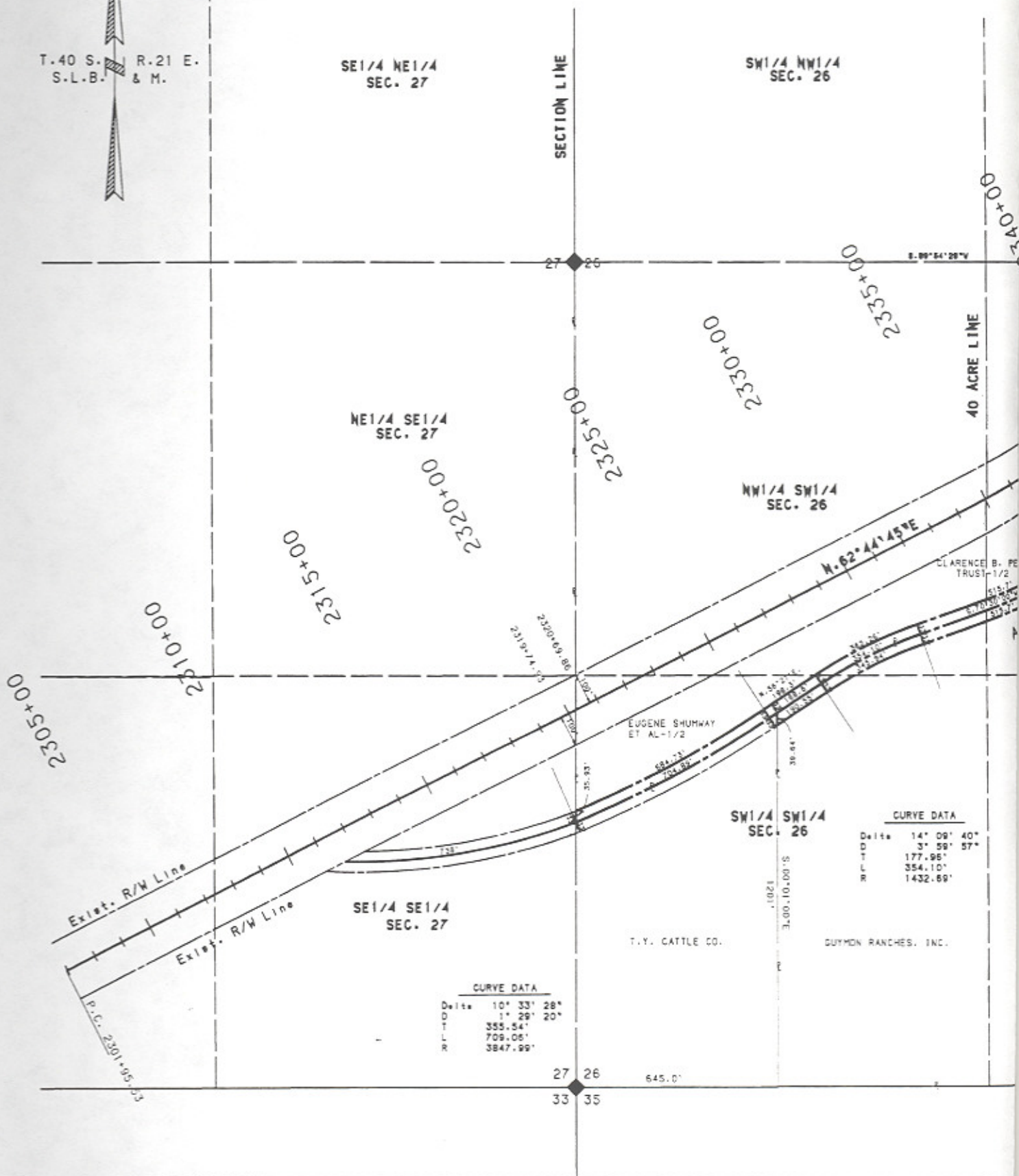
T.40 S. R.21 E.
S.L.B. & M.

SE1/4 NE1/4
SEC. 27

SW1/4 NW1/4
SEC. 26

SECTION LINE

40 ACRE LINE



NE1/4 SE1/4
SEC. 27

NW1/4 SW1/4
SEC. 26

SE1/4 SE1/4
SEC. 27

SW1/4 SW1/4
SEC. 26

CURVE DATA

Delta	14° 09' 40"
D	3' 59' 57"
T	177.95'
L	354.10'
R	1432.69'

CURVE DATA

Delta	10° 33' 28"
D	1' 29' 20"
T	355.54'
L	709.06'
R	3847.99'

T.Y. CATTLE CO.

GUYDON RANCHES, INC.

645.0'

SW1/4 NW1/4
SEC. 26

2350+00
2352

2345+00

1/4 SEC. LINE

CURVE DATA	
Delta	12° 53' 3.3"
D	2° 10' 00"
T	298.609'
L	594.699'
R	2644.6'

CURVE DATA	
Delta	22° 51' 45"
D	1° 15'
T	826.83'
L	1829.00'
R	4583.58'

COTTONWOOD ADDITION

Exist. R/W Line

Exist. R/W Line

SR-191
F-050

NE1/4 SW1/4
SEC. 26

MARK MELOY, ET AL

ABANDONED SR-47

GUYMON RANCHES, INC.

GUYMON RANCHES, INC.

NW1/4 SE1/4
SEC. 26

40 ACRE LINE

CURVE DATA	
Delta	25° 11' 32"
D	5° 58' 48"
T	213.49'
L	420.08'
R	955.40'

SE1/4 SW1/4
SEC. 26

SE1/4 SE1/4
SEC. 26

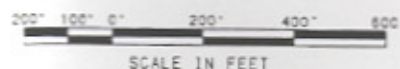
GUYMON RANCHES, INC.

NOTE: Property owners have not been recently updated.

SECTION LINE

26
35

N. 89° 45' 21" E



UTAH DEPARTMENT OF TRANSPORTATION
REGION 4 RICHFIELD, UTAH
RIGHT OF WAY DESIGN

SR-47 NEAR BLUFF
ABANDONED 66' R/W

SAN JUAN
COUNTY

SHEET NO. 5

APPROVAL	DATE	DESIGN	FLP	7/08	CHECK	6/08	FLD	REVIEW
RECORDS	6/08	DATE	DESIGN	FLP	7/08	CHECK	6/08	FLD
APPROVED	6/08	DATE	DESIGN	FLP	7/08	CHECK	6/08	FLD
DESIGN	6/08	DATE	DESIGN	FLP	7/08	CHECK	6/08	FLD

REVISIONS	DATE	DESCRIPTION
1		ORIGINAL SUBMISSION FOR AUTHORIZATION
2		REVISIONS



Memorandum UTAH DEPARTMENT OF TRANSPORTATION

DATE: July 14, 1998

TO: Glen Nielsen, Program Development

FROM: James R. Baird, P.E., L.S.
Right-of-Way Engineer

SUBJECT: Project F-050-1(2), SR-47 Near Bluff, Abandonment Resolution

Attached is a copy of the Abandonment Resolution for Project F-050-1(2), SR-47 Near Bluff, which was sent to LeAnn Abegglen to be included on the agenda for the commission meeting to be held in July.

cc Nancy Jerome, Region 4 Right of Way Engineer

Memorandum



DATE: July 9, 1998

TO : Jim Baird, P.E., L.S.
Region Four Director

FROM : Nancy Jerome
Region Four R/W Engineer

SUBJECT : Abandonment Request
SR-47 West of Bluff

Dale Peterson has discussed this project with Clint Topham, and he has given his authorization to put this roadway abandonment request before the Commission. Please proceed with the process of abandonment. Clint indicated it could be put before the Commission later this month if he or LeAnn gets the required information.

If you have any questions, or need any more information, please feel free to call me at 435-896-9501, Ext. 708. Thank you for all your help.

cc: Dale Peterson, Region 4 Director
File

Memorandum



DATE: July 8, 1998

TO : Dale Peterson,
Region Four Director

FROM : Nancy Jerome
Region Four R/W Engineer

SUBJECT : Abandonment Request
SR-47 West of Bluff

The original request to abandon the old alignment of SR-47 was made in 1994 with verbal inquiry. The first letter I have in my files is from Mr. E. Park Guymon to you dated October 10, 1996. There is approximately 3600 feet of roadway involved. The new alignment became SR-163 and is now SR-191. The paperwork was prepared to have the roadway abandoned in February of 1997 by Glen Nielsen, in Program Development. However, this was not accomplished and I was instructed to prepare Quit Claim Deeds to transfer our prescriptive rights to the roadway back to the individual land owners. This process was completed and sent to Salt Lake City. However, Craig Fox found a subdivision had been established after our information was gathered, and requested me to review the project again.

The number of parties involved in this abandonment creates many problems if we quit claim our interest to each of the parties. There has been significant time spent on this project already, and the process of gathering the updated records from the county recorder's office, and readjusting the quit claim deeds will also require significant time. The bottom line is that we would not solve this issue by doing this, but would create access problems to land owners who have been using this roadway for access to their property for years. There is a feud going on between several of the parties involved that I believe will have to go to court to be resolved no matter what UDOT does. However, I do not believe it is in the best interest of the Department to become involved in this dispute. By formally abandoning the roadway for UDOT purposes, we can remove ourselves from the dispute without assigning ownership to the adjacent parties. It will then be between the parties to resolve issues of underlying fee ownership and access issues. I believe this is the appropriate thing for UDOT to do, and will cause the least amount of involvement in this dispute.

cc: Jim Baird, R/W Review Engineer
File



Memorandum UTAH DEPARTMENT OF TRANSPORTATION

DATE: February 5, 1997

TO: Glen Nielsen, Program Development

FROM: James R. Baird, P.E., L.S.
Right-of-Way Engineer

SUBJECT: Project SR-47, abandonment of Right of Way, San Juan County, Utah

Following phone calls from a property owner adjacent to the old SR-47 in San Juan County, Utah and following a discussion with Mr. Donald Coleman, Assistant Attorney General, it is suggested that UDOT abandon a portion of the Old Highway SR-47 near Bluff.

There is some dispute between the adjacent property owners and UDOT does not want to take sides on this dispute. Therefor, this property should be abandoned without assigning ownership.

Attached is a mylar drawing, and miscellaneous documents for your use in the abandonment of a this roadway near Bluff, Utah.

cc P. K. Mohanty
Lyle Page, Acting Region 4 Right of Way Engineer

Memorandum



DATE: 12/17/96

TO : L. Robert Fox, Chief, Right of Way
Attn: Jim Baird, P.E.

FROM : F. Lyle Page
Region Four Right of Way

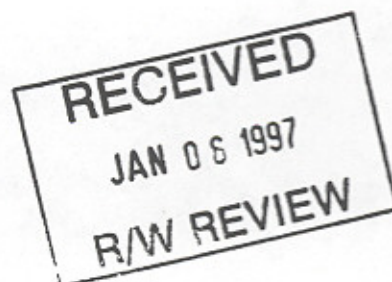
SUBJECT : F-050-1(2), SR-47 abandoned portion south of SR-50
near Cottonwood Addition.

The attached map shows a portion of old SR-47 which was abandoned in the mid 1970's when existing SR-50 was completed. The owners of property in Section 26 both have deeds which are to the centerline of SR-47. Guymon, the south owner is concerned because the north owners, Perkins & Shumway have claimed that the original deed which was written to acquire the SR-47 right of way had a clause which said that in case of abandonment, the right of way would revert to the original owner and have taken some steps on the property to suggest that they feel the entire abandoned right of way is theirs.

The attorney general's office has suggested that a formal request for UDOT to abandoned this right of way should be made to the Utah Transportation Commission. Any claims to ownership of the right of way would then revert to the private parties holding fee title.

The attached legal descriptions show current ownership of both sides of abandoned SR-47 in Section 26, T.40 S., R.21 E. Also included is a plansheet for existing SR-50 which shows the location of SR-47 through Sections 26 and 27.

cc: file
Park Guymon



E. Park Guymon
4085 Eccles
Ogden UT 84403
Phone: 626-6953 (Work)
394-7928 (Home)

October 10, 1996

Dale Peterson
Regional Director
Utah Department of Transportation
1345 S 350 W
Richfield UT 84701

*Deed
attached*

Dear Mr. Peterson:

On the old state road just west of Bluff, Utah (old State Road 47) in Sec 26, T40S, R21E, SLB&M is a section of the old highway that runs through private property that has never been formally abandoned. The landowner (Cory Perkins) north of the road with permission of UDOT removed the gates that allowed us, the landowner south of the road, to travel the road to access our property and then fenced across the roadway.

Two years ago, Jim Plumhop of the State UDOT office could find no record of abandonment of this road. In May I contacted Pete Monson to get something done in that we needed access. He called back the end of June and said UDOT did not want to get involved. At the direction of my attorney, I removed the fence on the south half of the road. This week I visited the site, needing to enter to access our property and found a heavy welded steel structure in place.

In talking today with Don Coleman, he said that UDOT still owns the road and that by law you, upon request of formal abandonment of landowner, which I am now making, "have" to get the property transferred back to the Guymon Ranch Inc., south property owner and Cory Perkins and Genie Shumway, north property owner.

Signed:

E. Park Guymon

E. Park Guymon
Treasurer, Guymon Ranch Inc.

dsl

Enclosure: Copy of our Deed

H 394-7928
W 626-6953

copy for Perle

1250

1500731

WARRANTY DEED

NOTES: WORKER, OFFICE
RECEIVED: MAY 12, 1986

1986 MAY 12 PM 2:05

BLUFF RIVER RANCH, a Utah general partnership, whose general partners are Melvin K. Dalton and James L. Menlove, GRANTOR, of Monticello, Utah 84535, hereby CONVEY and WARRANT to GUYMON RANCHES, INC., GRANTEE, of 24 South Third West, Box 55-2, Blanding, Utah 84511, for the sum of Ten & Other Dollars, the following described real property in San Juan County, State of Utah, to wit:

The real property, water and water rights described in Exhibit A, attached hereto and made a part hereof by such reference thereto.

DATED: October 31, 1986.

BLUFF RIVER RANCH, a general partnership

By James L. Menlove
James L. Menlove, a general partner

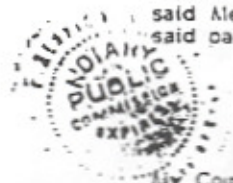
By Melvin K. Dalton
Melvin K. Dalton, a general partner

STATE OF UTAH

)
) ss.

County of San Juan

On the 31 day of October, 1986, personally appeared before me James L. Menlove and Melvin K. Dalton, general partners of Bluff River Ranch, a Utah partnership, signers of the foregoing instrument, who being duly sworn, did say that they that they signed said instrument for and on behalf of Bluff River Ranch, a partnership, and said Melvin K. Dalton and James L. Menlove acknowledged to me that said partnership executed the same.



F. GORDON REED
NOTARY PUBLIC
STATE OF UTAH
RESIDING AT MONTICELLO, UTAH

F. Gordon Reed
Notary Public residing
at Monticello, Utah

My Commission Expires: 6-17-87

EXHIBIT A

Parcel No. One

Beginning at the SE cor of Section 26, T40S, R21E, SLB&M; and rg th W 4635.0 ft to a pt 645.0 ft E of the SW cor of said Section 26; th N 0°01' W 1201 ft; more or less to the center line of the pavement of Utah Highway 47; th N 56°21' E 168.6 ft; th on the arc of a 1432.7 foot radius curve to the right, the long cord of which bears N 63°25' E 353.2 ft; th N 70°30' E 515.7 ft; th on the arc of a 965.4 foot radius curve to the left, the long cord of which bears N 57°55' E 416.7 ft; th N 45°20' E 692.9 ft; th on the arc of a 2644.6 foot radius curve to the right, the long cord of which bears North S2°18' E 642.1 ft; th N 59°17' E 77.9 ft; th on the arc of a 1146.3 foot radius curve to the right, the long cord of which bears N 72°24' E 521.0 ft; th N 85°32' E 97.7 ft; th S 4°28' E 620.0 ft; th N 85°42' E 880.0 ft; th S 4°28' E 560.0 ft; th N 85°32' E 80.0 ft; th S 34°28' E 277.13 ft; th N 85°32' E 475.8 ft to the Eastern boundary of Section 26; th S 0°01' E 1640 ft to pt of beginning;

LESS: A parcel of land in fee for a highway known as Project No. 030-i, being part of a entire tract of property in the NE¼SW¼, NW¼SE¼ and the SW¼NE¼ of Section 26, T40S, R21E, SLB&M, the boundaries of said parcel of land are described as follows:

Beg at a pt 100.0 ft perpendicularly distant SE'ly from the center line of said project at Engineer Station 2348-47.63, said pt also being approx. 229 ft S, 66 ft W from the NE cor of said NE¼SW¼; th NE'ly and E'ly 1102.66 ft, more or less, along the arc of a 4483.662-foot radius curve to the right (Note: Tangent to said curve at its pt of beg bears N 62°44'45" E) to the E boundary line of said entire tract; th N'ly 145.12 ft more or less, along said E boundary to the N boundary of said entire tract; th W'ly and SW'ly 1330 ft, more or less, along said N boundary line to a pt 100.0 ft perpendicularly distant SE'ly from said center line; th N 62°44'45" E 148 ft, more or less to the pt of beg.

Parcel No. 1 contains 222.5 acres, more or less.

Parcel No. Two:

NW¼NW¼, less the W 30 ft thereof; Lots 1, 2, 3, 4 and 5, less a 30' x 30' square at the NW cor of said Lot 5, all in Section 35, T 40 S, R 21 E, SLB&M. Containing 122.76 acres, more or less.

Clarence B. Perkins Family Trust - $\frac{1}{2}$ Und.
 484 W 3rd North (112-7) 40S21E261800
 Blanding, Utah 84511

Int ^N Lot or Section	Township or Block	Plat or Range
26	40	21

Beg. at the W $\frac{1}{4}$ Cor. Sec. 26, rng. th S 0 deg. 01' E 1790.0 ft, th on a 3848 ft radius curve to the left, the long cord of wh bears N 61 deg. 35' E 703.7 ft, th N 56 deg. 21' E 198.3 ft, th on a 1432.7 ft radius curve to the right, the long cord of wh bears N 63 deg. 25' E 353.2 ft, th N 70 deg. 30' E 515.7 ft, th on a 955.4 ft radius curve to the left, the long cord of wh bears N 57 deg. 55' E 416.7 ft, th N 45 deg. 20' E 692.9 ft, th on a 2644.6 ft radius curve to the left, the long cord of wh bears N 52 deg. 18' E 270 ft m/l to the line rng. N/S thru the center of said Sec. 26, th N along said centerline 1440 ft m/l to the SE Cor. of the NE $\frac{1}{4}$ NW $\frac{1}{4}$ said Sec. 26, th W along the $\frac{1}{4}$ Sec. line to the NW Cor. of the SW $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 26, T 40S, R 21E, th S 0 deg. 01' E 1320.0 ft to the pt. of beg. Total Acres

should be right (?)

City Lots				
Improved Irrigated Farm Land				
Improved Dry Land				
Unimproved Farm Land				
Grazing Land				
Waste Land				

THIS DESCRIPTION FOR TAX PURPOSES ONLY. NOT TO BE USED FOR LEGAL DESCRIPTIONS.

Book 734 Page 564 1994 BALANCE TOTAL

12-30-96

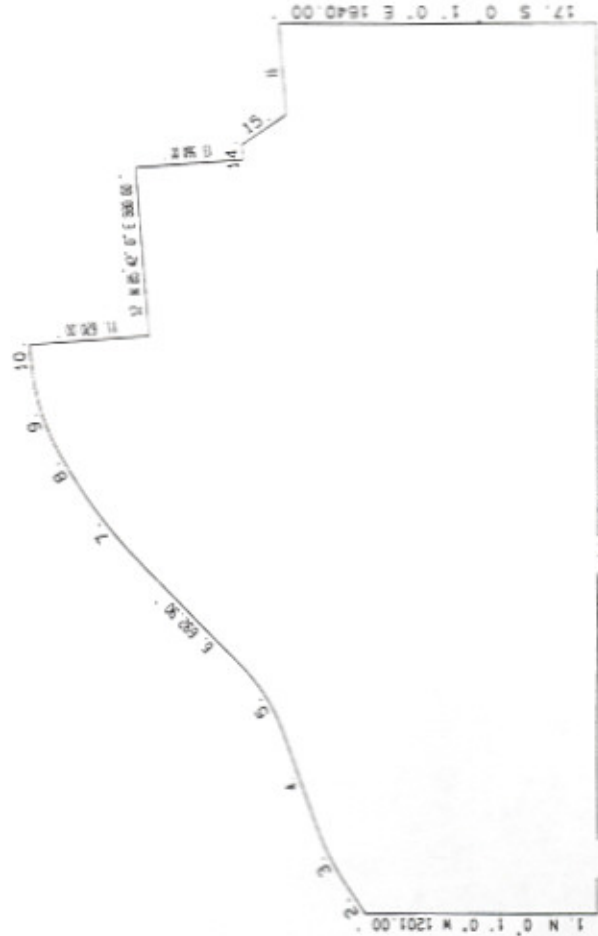
* Requested deed for this parcel from County Recorder today. If needed will send separate.

UPAGE

Park Guymon Description Total tract

12/11/96 10:15a

C: /FASTMAPG/
SR-47/
GUYMON



Total West 4635'
misclosure 3'



SCALE: 1" = 1000.00'

GUYMON
Township 40S Range 21E
Section 26 Corner

Shot	Direction	Distance	E-X Total	N-Y Total
	Point of beginning		0.0000	0.0000
1	N 0° 1' 0" W	1201.000	-0.3494	1200.9999
2	N 56° 21' 0" E	168.600	139.9997	1294.4243
3	N 63° 25' 0" E	353.200	455.8610	1452.4809
4	N 70° 30' 0" E	515.700	941.9812	1624.6251
5	N 57° 55' 0" E	416.700	1295.0413	1845.9562
6	N 45° 20' 0" E	692.900	1787.8377	2333.0518
7	N 52° 18' 0" E	642.100	2295.8823	2725.7133
8	N 59° 17' 0" E	77.900	2362.8532	2765.5041
9	N 72° 24' 0" E	521.000	2659.4656	2921.0388
10	N 85° 32' 0" E	97.700	2956.8689	2930.6476
11	S 4° 28' 0" E	620.000	3005.1539	2312.5306
12	N 85° 42' 0" E	890.000	3882.6768	2376.5119
13	S 4° 28' 0" E	560.000	3926.2891	1820.2127
14	N 85° 32' 0" E	80.000	4006.0461	1826.4431
15	S 34° 28' 0" E	277.130	4162.8814	1597.9617
16	N 85° 32' 0" E	475.800	4637.2363	1635.0166
17	S 0° 1' 0" E	1640.000	4637.7134	-4.9834
18	N 89° 56' 18" W	4637.716	-0.0000	-0.0000

CURVE DATA

Shot	Radius	Arc Length	Central Angle	Direction
3	1432.700	354.101	14° 9' 40"	RIGHT
5	955.400	420.075	25° 11' 32"	LEFT
7	2644.600	643.688	13° 56' 44"	RIGHT
9	1146.300	525.592	26° 16' 15"	RIGHT

Sqr. Ft. = 9649585.39 Acres = 221.5240

Clarence B. Perkins Family Trust - $\frac{1}{2}$ Und. Int.ⁿ
 484 W 3rd North (112-7) 40S21E261800
 Blanding, Utah 84511

Lot or Section	Township or Block	Plat or Range
26	40	21

Beg. at the W $\frac{1}{4}$ Cor. Sec. 26, rng. th S 0 Deg. 01' E 1790.0 ft, th on
 a 3848 ft radius curve to the left, the long cord of wh bears N 61 deg.
 35' E 703.7 ft, th N 56 deg. 21' E 198.3 ft, th on a 1432.7 ft radius
 curve to the right, the long cord of wh bears N 63 deg. 25' E 353.2 ft,
 th N 70 deg. 30' E 515.7 ft, th on a 955.4 ft radius curve to the left,
 the long cord of wh bears N 57 deg. 55' E 416.7 ft, th N 45 deg. 20' E
 692.9 ft, th on a 2644.6 ft radius curve to the left, the long cord of wh
 bears N 52 deg. 18' E 270 ft m/l to the line rng. N/S thru the center of
 said Sec. 26, th N along said centerline 1440 ft m/l to the SE Cor. of
 the NE $\frac{1}{4}$ said Sec. 26, th W along the $\frac{1}{4}$ Sec. line to the NW Cor. of the
 SW $\frac{1}{4}$ Sec. 26, T 40S, R 21E, th S 0 deg. 01' E 1320.0 ft to the pt. of beg.

LESS: Highway Right of Way

Total
Acres

City Lots

Improved Irrigated Farm Land

Improved Dry Land

Unimproved Farm Land

Grazing Land

Waste Land

THIS DESCRIPTION FOR TAX
 PURPOSES ONLY. NOT TO BE
 USED FOR LEGAL DESCRIPTIONS.

Book 734 Page 564 1994 BALANCE
 TOTAL

2002 200
 right 21

1409767

AFFIDAVIT TO TERMINATE
JOINT TENANCY

WITNESSES
RECORDED

AUG 19 1985

STATE OF UTAH)

: ss.

County of San Juan)

I, MYRTLE N. PERKINS, being first duly sworn,
depose and say:

1. That I am the wife of Clarence B. Perkins.
2. That Clarence B. Perkins died on the 27th
day of October, 1983.
3. That at the time of his death Clarence B.
Perkins and I held real property and oil, gas and mineral
interests in joint tenancy, which property and mineral
interests are more particularly described on the attached
exhibits.
4. That I have attached to this Affidavit a
certified copy of the Death Certificate of Clarence B.
Perkins.

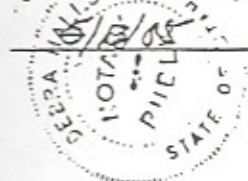
DATED this 16th day of August, 1985.

Myrtle N. Perkins
MYRTLE N. PERKINS

Subscribed and sworn to before me this 16th
day of August, 1985.

Klibra Hall
Notary Public
Residing at Blanding, Utah

My Commission expires:



Entry No.	1409767	497
Recorded	8-19-85	NO. 337, 1st. Book 4010 Page 502
FEE PAID	Theresa B. Parker	
	MARY LOU MOSHER	
	Recorder, San Juan County	
	Signed by: K. Hall	DEPUTY

497

EXHIBIT A

Parcel 1:

Section 25, Township 40 South, Range 21 East, S1/4, W1/4, L1/4. Beginning S 89°52' E 136.9 feet to the NW Corner between Section 25 and Section 26, S 47°21' W 91.1 feet, N 85°32' W 1120.7 feet, S 8°01' E 123.7 feet, N 89°52' W 1210.1 feet to the point of beginning.

Parcel 2:

Section 27, Township 36 South, Range 22 East, S1/4, Beginning 211 feet East of the NW Corner of Section 27, thence East 84 feet, thence South 242 feet, thence East 135 feet, thence South 391 feet, thence West 1100 feet, thence North 543 feet to the point of beginning.

Parcel 3:

Cottonwood Addition of Bluff, Block 2: Lots 1, 2, 3, 4, 5 and 6.

Parcel 4:

Cottonwood Addition of Bluff, Block 10: Lots 5 and 7.

Parcel 5:

Cottonwood Addition of Bluff, All of Block 11.

Parcel 6:

Cottonwood Addition of Bluff, Block 15: Lots 1, 2, 3, 4, 5 and 6.

Parcel 7:

Cottonwood Addition of Bluff, All of Block 18.

Parcel 8:

Cottonwood Addition of Bluff, All of Block 24.

Parcel 9:

Cottonwood Addition of Bluff, Block 26: Lots 1, 2, 3, 4, 5, 6, 8, 9, 10, 11 and 12.

Parcel 10:

Cottonwood Addition of Bluff, Block 32: Lots 6, 7, 8, 11 and 12.

Parcel 11:

Cottonwood Addition of Bluff, All of Block 5.

Parcel 12:

Cottonwood Addition of Bluff, All of Block 6.

Parcel 13:

Cottonwood Addition of Bluff, Block 9: Lot 7.

Parcel 14:

Bluff Township, Plat B, Lot 6: Beginning S 1°45' E 223.68 feet from the NW Corner of Lot 6, South 60 feet, East 160.28 feet, North 60 feet, South 160.28 feet to the point of beginning.

ABSTRACTED

ABSTRACTED

Parcel 15:

Section 14, Township 39 South, Range 25 East, SLM, beginning at the SE corner of Section 11, running thence East 820 feet, thence North 820 feet, thence West 820 feet, thence South 810 feet to the point of beginning.

Parcel 16:

Beginning at the NW corner of Section 26, thence S $0^{\circ}01'$ 1700.0 feet., thence on a 3848 feet radius curve to the left, the long cord of which bears N $61^{\circ}35'$ E 703.7 feet, thence N $56^{\circ}21'$ E 192.1 feet, thence on a 1432.7 ft. radius curve to the right the long cord of which bears N $53^{\circ}23'$ E 353.2 feet thence N $70^{\circ}30'$ E 515.7 ft., thence on a 955.4 ft. radius curve to the left the long cord of which bears N $57^{\circ}55'$ E 416.7 feet., thence N $45^{\circ}20'$ E 692.9 ft., thence on a 1614.6 ft. radius curve to the right the long cord of which bears N $52^{\circ}18'$ E 642.1 ft., thence N $50^{\circ}17'$ E 77.9 feet, thence on a 1146.3 ft. radius curve to the right the long cord of which bears N $73^{\circ}24'$ E 521.0 feet, thence N $37^{\circ}12'$ E 11.6 feet, thence N $4^{\circ}00'$ W 900.00 feet, thence N $86^{\circ}00'$ E 1824.43 feet, thence N $0^{\circ}01'$ W 110.70 feet, thence West 5280.0 feet, thence S $0^{\circ}01'$ E 1320.0 feet to the point of beginning. T40S, R21E, SLM. See Book 610, Pages 733-741.

Parcel 17:

Beginning at the NE corner of Lot 2, thence East 110 feet, thence South 120 feet, thence East 280 feet, thence South 98 feet, thence West 315 feet, thence North 70 feet, thence West 105 feet, thence North 145 feet to the point of beginning. Lot 2, 3 and 4, Block 23, Blandine, San Juan County, State of Utah.

EXHIBIT "B"

MINERAL RIGHTS

ABSTRACT

- Parcel 1: T36S, R24E, Sec. 3: SE1SW1; Sec. 17: NW1.
- Parcel 2: Beg. at a point 154 feet East, and S 44° 33' E 1126 feet, thence S 70°50' E 209 feet from the W1 Cor. Sec. 11, T36S, R22E, to true POB, thence S 70°50' E 186 feet; thence North 981 feet; thence N 33°05' W 39 feet; thence S 9°10' W 964 feet to POB.
- Parcel 3: T36S, R22E, Sec. 21: Beg. at St Cor. Sec. 21, thence West 160 rods, N 00 rods, East 80 rods, thence South 400.2 feet, thence S 60°13' E 1136.5 feet, thence S 61°33' East 377.5 feet, thence South 178.5 feet to POB.
Section 26: NE1NW1, SE1NW1, SW1SE1, NW1SE1, NE1SW1.
- Parcel 4: T36S, R22E, Sec. 27: Beg. at a point 220 feet East of the W1 Cor. of Sec. 27; thence East 962 feet, South 242 feet, East 138 feet, South 301 feet, West 1100 feet, North 543 feet to P.O.B.
- Parcel 5: T36S, R22E, Sec. 27: Beg. at the W1 Cor. of Sec. 27, thence South 543 feet, East 220 feet, North 543 feet, West 220 feet, to P.O.B.
- Parcel 6: SE1NE1, NE1SE1, T40S, R21E, Sec. 26:
Block 1: Portion of Lots 6 and 7 in Sec. 26
Block 2: Lots 1,2,3,4,5 and 6.
Block 3: Lots 1-9 inclusive
Block 4: Lots 1-12, incl. LESS portion of lots 6 and 7 in SW1NE1 S. 26
Block 7: Lot 1-12, incl. LESS portion of Lots 6 & 7 in SW1NE1, S. 26
Block 8: Lots 1-12 incl.
Block 9: Lots 1-12 incl.
Blocks 14, 15, 16, 19, 20, 21, 25, 26, 27, 28, 29, 30, 31: All
Block 32: Lots 1, 2, 3, 6-12 incl.
- Parcel 7: Lots located in SW1NE1, NW1SE1, Sec. 26: Blocks 5, 6, 17, LESS any portion in State Highway described in Book 604, Page 629
- Parcel 8: COTTONWOOD ADDITION OF BLUFF
Block 1: Lots 1, 2, 3, 4, 5, 6
Block 5: Lots 1-12 incl.
Block 6: Lots 1-12 incl.
Block 9: Lot 7
Block 10: Lots 5, 6
Block 11: Lots 1-18
Block 13: Lots 1-6 incl.
Block 19: Lots 1-18 incl.
Block 24: Lots 1-18 incl.
Block 29: Lots 1-6 incl. and 8-12 incl.
Block 32: Lots 6, 7, 8, 11, 12

ABSTRACT

- Parcel 9: T40S, R21E, Sec. 26: SW1/4, NW1/4, LESS Cottonwood Addition LESS highway
- Parcel 10: T40S, R21E, Sec. 26: SW1/4, S1/4NW1/4, SW1/4, NW1/4, SE1/4SE1/4, LESS H.W.
 Sec. 34: Lot 1, SW1/4;
 Sec. 35: Lots 1, 2, 3, 4, NW1/4NW1/4, LESS CWA
- Parcel 11: Beginning at the NW Corner of Lot 3, thence East 140 feet, thence South 323 feet, thence East 230 feet, thence South 98 feet, thence West 315 feet, thence North 75 feet, thence West 105 feet, thence North 345 feet to P.O.B., situated in Lots 2, 3 and 4, Block 23, BLANDING TOWNSITE
- Parcel 12: Beginning at the SW corner of Block 23, BLANDING TOWNSITE, thence North 75 feet, East 105 feet, South 75 feet, West 105 feet to P.O.B.
- Parcel 13: Lots 5, 6, 7, 18, 19, NW of Lot 21, Plat B, Bluff Townsite
- Parcel 14: Township 40 South, Range 22 East:
 Section 30: Beg. at a point which is 7 chains East of the NW corner of Section 30, T40S, R22E, thence N 3.50 chains, East 2.75 chains, North 13.63 chains, N 84°5' E 5.63 chains, N 34° E 4.14 chains, E 4.60 chains, S 2.10 chains, S 66.5° East 6.70 chains, S4° W 6.31 chains, S 89° W 10.69 chains, S 6°40' E 8.00 chains to the 1/4 section line running East through the center of said Section 30, thence West to P.O.B.
 Also, beginning at a point 21.69 chains S and N 72° E 3.31 chains from the NW Corner of Section 30, North 72° E 3.66 chains, S 2°20' E 40 chains, N 71°35' E 2.14 chains, S 13.63 chains, W 2.75 chains, S 2.5 chains, W 7 chains, N 13.14 chains, E 2.07 chains, thence N 71°35' E 1.37 chains, N 2°20' W 3.84 chains to P.O.B.
 Also, beginning 16.40 chains S and 6.51 chains East of the NW Corner of Section 30, N89°5' E 8.88 chains, S 34° W 5.79 chains, S 84°5' W 5.63 chains, S 71°35' W 2.14 chains, N 0°20' W 7.1 chains to P.O.B.
- Parcel 15: T36S, R22E, Sec. 15: Beg. n1/4 Cor. Sec. 15, East 1061.4 feet; thence S 45° E 365.7 feet; South 2381.4 feet; West 50 feet; North 1114 feet; West 55 feet; N 30°45' W 1685 feet, thence N 37°10'30" W 265.92 feet to POB
 Portion in NW1/4NE1/4 of Sec. 15.
- Parcel 16: T36S, R22E, Sec. 34: Beginning at the S1/4 Cor. of said Sec. 34, thence North 2640 feet, East 474.5 feet, South 2640 feet, West 474.5 feet

INCLUDING all oil, gas and mineral rights not now known or discovered in the name of Clarence B. Perkins a/k/a Clarence Perkins.

DEPARTMENT OF HEALTH

CERTIFICATE OF DEATH

[illegible]

SC11-0015, 9014-829

This is to certify that this is a true copy of the certificate on file in this office. This certified copy is issued under authority of Section 26-2-22 of the Utah Code Annotated, 1953 As Amended.

Date Issued: 1-25-83

Country

Carroll County

John E. Brockert

DIRECTOR OF VITAL STATISTICS

Registered *Robert L. Taylor, Director*



WARNING: IT IS ILLEGAL TO DUPLICATE THIS COPY FOR OFFICIAL PURPOSES

1409767

AFFIDAVIT TO TERMINATE
JOINT TENANCY

MARY LOU MOSHER, RECORDER
SAN JUAN COUNTY, UTAH

AUG 19 PM 3:30

STATE OF UTAH)
: ss.
County of San Juan)

I, MYRTLE N. PERKINS, being first duly sworn,
depose and say:

1. That I am the wife of Clarence B. Perkins.
2. That Clarence B. Perkins died on the 27th
day of October, 1983.
3. That at the time of his death Clarence B.
Perkins and I held real property and oil, gas and mineral
interests in joint tenancy, which property and mineral
interests are more particularly described on the attached
exhibits.
4. That I have attached to this Affidavit a
certified copy of the Death Certificate of Clarence B.
Perkins.

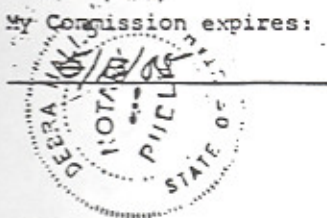
DATED this 16th day of August, 1985.

Marylou Perkins
MYRTLE N. PERKINS

Subscribed and sworn to before me this 16th
day of August, 1985.

Klibra Hall
Notary Public
Residing at Blanding, Utah

My Commission expires:



Entry No.	1409767
Recorded	8-19-85 At 3:37 PM. Book 410 Page 508
FEE PAID	Marylou Perkins
	MARY LOU MOSHER
	Recorder, San Juan County
Signed by	K. Hall
	DEPUTY

497

EXHIBIT A

Parcel 1:

Section 25, Township 40 South, Range 21 East, S12E1, W1/2, 1/4, 1/8, 1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 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Parcel 15:

Section 14, Township 30 South, Range 25 East, SLBM, beginning at the S¹ Corner of Section 14, running thence East 820 feet, thence North 820 feet, thence West 820 feet, thence South 820 feet to the point of beginning.

Parcel 16:

Beginning at the W¹ Corner of Section 26, thence S 0°01' 1700.0 feet., thence on a 3848 foot radius curve to the left, the long cord of which bears N 61°35' E 703.7 feet, thence N 56°21' E 198.3 feet, thence on a 1433.7 ft. radius curve to the right the long cord of which bears N 63°25' E 353.2 feet thence N 70°30' E 515.7 ft., thence on a 955.4 ft. radius curve to the left the long cord of which bears N 57°55' E 416.7 feet., thence N 45°20' E 692.9 ft., thence on a 2644.6 ft. radius curve to the right the long cord of which bears N 52°13' E 642.1 ft., thence N 59°17' E 77.9 feet, thence on a 1146.3 ft. radius curve to the right the long cord of which bears N 72°24' E 521.0 feet, thence N 35°32' E 11.6 feet, thence N 4°00' W 900.60 feet, thence N 86°00' E 1824.43 feet, thence N 0°01' W 110.70 feet, thence West 5280.0 feet, thence S 0°01' E 1320.0 feet to the point of beginning. T40S, R21E, SLBM. See Book 610, Pages 733-741.

Parcel 17:

Beginning at the NW Corner of Lot 2, thence East 110 feet, thence South 322 feet, thence East 280 feet, thence South 98 feet, thence West 315 feet, thence North 75 feet, thence West 105 feet, thence North 345 feet to the point of beginning. Lot 2, 3 and 4, Block 23, Blanding, San Juan County, State of Utah.

ABSTRACTED

EXHIBIT "B"

MINERAL RIGHTS

ABSTRACT

- Parcel 1: T36S, R24E, Sec. 9: SE $\frac{1}{4}$ SW $\frac{1}{4}$; Sec. 17: NW $\frac{1}{4}$
- Parcel 2: Beg. at a point 154 feet East, and S 44° 33' E 1126 feet, thence S 70°50' E 309 feet from the W $\frac{1}{4}$ Cor. Sec. 14, T36S, R22E, to true POB, thence S 70°50' E 186 feet; thence North 981 feet; thence N 33°05' W 39 feet; thence S 9°10' W 964 feet to POB.
- Parcel 3: T36S, R22E, Sec. 21: Beg. at S $\frac{1}{4}$ Cor. Sec. 21, thence West 160 rods, N 80 rods, East 80 rods, thence South 400.2 feet, thence S 60°17' E 1136.5 feet, thence S 61°53' East 377.5 feet, thence South 178.5 feet to POB.
 Section 28: NE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$
- Parcel 4: T36S, R22E, Sec. 27: Beg. at a point 220 feet East of the W $\frac{1}{4}$ Cor. of Sec. 27; thence East 962 feet, South 242 feet, East 138 feet, South 301 feet, West 1100 feet, North 543 feet to P.O.B.
- Parcel 5: T36S, R22E, Sec. 27: Beg. at the W $\frac{1}{4}$ Cor. of Sec. 27, thence South 543 feet, East 220 feet, North 543 feet, West 220 feet, to P.O.B.
- Parcel 6: SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, T40S, R21E, Sec. 26:
 Block 1: Portion of Lots 6 and 7 in Sec. 26
 Block 2: Lots 1, 2, 3, 4, 5 and 6.
 Block 3: Lots 1-9 inclusive
 Block 4: Lots 1-12, incl. LESS portion of lots 6 and 7 in SW $\frac{1}{4}$ NE $\frac{1}{4}$ S. 26
 Block 7: Lot 1-12, incl. LESS portion of Lots 6 & 7 in SW $\frac{1}{4}$ NE $\frac{1}{4}$, S. 26
 Block 8: Lots 1-12 incl.
 Block 9: Lots 1-12 incl.
 Blocks 14, 15, 16, 19, 20, 21, 25, 26, 27, 28, 29, 30, 31: All
 Block 32: Lots 1, 2, 3, 6-12 incl.
- Parcel 7: Lots located in SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, Sec. 26: Blocks 5, 6, 17, LESS any portion in State Highway described in Book 604, Page 629
- Parcel 8: COTTONWOOD ADDITION OF BLUFF
 Block 2: Lots 1, 2, 3, 4, 5, 6
 Block 3: Lots 1-12 incl.
 Block 6: Lots 1-12 incl.
 Block 9: Lot 7
 Block 10: Lots 5, 6
 Block 11: Lots 1-18
 Block 13: Lots 1-6 incl.
 Block 19: Lots 1-18 incl.
 Block 24: Lots 1-18 incl.
 Block 28: Lots 1-6 incl. and 8-12 incl.
 Block 32: Lots 6, 7, 8, 11, 12

ABSTRACT

- Parcel 9: T40S, R21 E, Sec. 16: SE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, LESS Cottonwood Addition LESS highway
- Parcel 10: T40S, R21E, Sec. 26: SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$, LESS H.W.
 Sec. 34: Lot 1, SW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 35: Lots 1, 2, 3, 4, NW $\frac{1}{4}$ NW $\frac{1}{4}$, LESS CMA
- Parcel 11: Beginning at the NW Corner of Lot 2, thence East 140 feet, thence South 322 feet, thence East 280 feet, thence South 98 feet, thence West 315 feet, thence North 75 feet, thence West 105 feet, thence North 345 feet to P.O.B., situated in Lots 2, 3 and 4, Block 23, BLANDING TOWNSITE
- Parcel 12: Beginning at the SW corner of Block 23, BLANDING TOWNSITE, thence North 75 feet, East 105 feet, South 75 feet, West 105 feet to P.O.B.
- Parcel 13: Lots 5, 6, 7, 18, 19, N $\frac{1}{2}$ of Lot 22, Plat B, Bluff Townsite
- Parcel 14: Township 40 South, Range 22 East:
 Section 30: Beg. at a point which is 7 chains East of the W $\frac{1}{2}$ corner of Section 30, T40S, R22E, thence N 3.50 chains, East 2.75 chains, North 13.63 chains, N 84°5' E 5.63 chains, N 3 $\frac{1}{4}$ ° E 4.14 chains, E 4.60 chains, S 2.10 chains, S 66.5° East 6.70 chains, S $\frac{1}{4}$ ° W 8.31 chains, S 89 $\frac{1}{2}$ ° W 10.69 chains, S 6°40' E 8.00 chains to the $\frac{1}{4}$ section line running East through the center of said Section 30, thence West to P.O.B.
 Also, beginning at a point 21.69 chains S and N 72 $\frac{1}{4}$ ° E 3.31 chains from the NW Corner of Section 30, North 72 $\frac{1}{4}$ ° E 3.66 chains, S 2°20' E 40 chains, N 71°35' E 2.14 chains, S 13.63 chains, W 2.75 chains, S 2.5 chains, W 7 chains, N 15.14 chains, E 2.07 chains, thence N 71°35' E 1.37 chains, N 2°20' W 3.84 chains to P.O.B.
 Also, beginning 16.40 chains S and 6.51 chains East of the NW Corner of Section 30, N89°5' E 8.88 chains, S 3 $\frac{1}{4}$ ° W 5.79 chains, S 84°5' W 5.63 chains, S 71°35' W 2.14 chains, N 0°20' W 7.1 chains to P.O.B.
- Parcel 15: T36S, R22E, Sec. 15: Beg. n $\frac{1}{4}$ Cor. Sec. 15, East 1061.4 feet; thence S 45° E 365.7 feet; South 2381.4 feet; West 50 feet; North 1114 feet; West 55 feet; N 30°45' W 1685 feet, thence N 37°10'30" W 265.92 feet to POB
 Portion in NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Sec. 15.
- Parcel 16: T36S, R22E, Sec. 34: Beginning at the S $\frac{1}{4}$ Cor. of said Sec. 34, thence North 2640 feet, East 474.5 feet, South 2640 feet, West 474.5 feet

INCLUDING all oil, gas and mineral rights not now known or discovered in the name of Clarence B. Perkins a/k/a Clarence Perkins.

STATE OF UTAH DEPARTMENT OF HEALTH

CERTIFICATE OF DEATH STATE OF UTAH - DIVISION OF HEALTH

19-49
LOCAL FILE NUMBER

NAME OF DECEDENT: **Clarence Bayles Perkins** Male **white** Date of Death: **October 28, 1983**

DATE OF BIRTH: **March 11, 1911** AGE: **72** YEARS

BIRTHPLACE: **Bluff, Utah** CITIZENSHIP: **USA** EDUCATION: **8** SOCIAL SECURITY NUMBER: **528-20-9930**

USUAL OCCUPATION: **Rancher** TYPE OF BURNING: **Ranching Livestock** NAME OF BURNING: **Myrtle Amelia Nelson**

NAME OF FATHER: **George Perkins** NAME OF MOTHER: **Mary Ann Bayles**

USUAL RESIDENCE: **11 South 3rd West 55-5 84511** NAME & BUILDING ADDRESS OF EMPLOYER: **Mr. Tim Perkins 484 West 3rd North 112-7 Blanding, Utah 84511**

CITY OR TOWN: **Blanding** COUNTY: **San Juan** STATE: **Utah**

NAME OF HOSPITAL: **San Juan Hospital** CITY OR TOWN: **Monticello** COUNTY: **San Juan**

MEDICAL EXAMINER: **James D. Redd M.D.** DATE: **Nov. 2, 1983**

DATE OF DEATH: **Nov. 2, 1983** TIME OF DEATH: **11:00 AM**

NAME AND LOCATION OF CEMETERY OR CREMATOR: **City Cemetery, Blanding, Utah 84511**

PART I: DEATH WAS CAUSED BY: **Severe dehydration** **Metastatic malignant melanoma**

PART II: OTHER SIGNIFICANT CONDITIONS—CONTRIBUTING TO DEATH, BUT NOT RELATED TO THE IMMEDIATE CAUSE GIVEN IN PART I: **Four years**

LOCATION OF INJURY: **San Juan Mortuary 370 So. Main St. Blanding, Utah 84511**

DECEASED HOW INJURY OCCURRED: **Severe dehydration**

SOH-BIS 5014-B2

This is to certify that this is a true copy of the certificate on file in this office. This certified copy is issued under authority of Section 26-22 of the Utah Code Annotated, 1953 As Amended.

Date Issued: **11-23-83**

County

Carbon County

John E. Brockert
John E. Brockert
DIRECTOR OF VITAL STATISTICS

Registries: **Robert L. Tindall**



WARNING: IT IS ILLEGAL TO DUPLICATE THIS COPY FOR OFFICIAL PURPOSES.

502



STATE OF UTAH DEPARTMENT OF TRANSPORTATION
4501 South 2700 West Salt Lake City, UT 84119-5998 (801) 965-4000

Memorandum

DATE: February 26, 2004

TO: THOSE LISTED BELOW

FROM: John L. Quick, P.E. 
Engineer for Transportation Planning

SUBJECT: Re-designate Portions of SR-163 & SR-262 to new SR-162 in San Juan County

This proposed action was presented to the Transportation Commission on February 20, 2004 and it was discussed that this action could be a Department Administration action not requiring a resolution by the Commission.

The following action has been taken to make the state route numbers run synonymous with US route designation. SR-163 in the portion traversing easterly from the Junction of SR-191 to the Junction of SR-262, a distance of $14.6 \pm$ miles, be assigned as a portion of new SR-162. Also, SR-262 from milepost 22.7 to $40.0 \pm$ will become a portion of new SR-162.

The new SR-162 will begin at Junction SR-191 traversing easterly to the Utah/Colorado State Line for a distance of $32.0 \pm$ miles. The function classification will be Minor Arterial.

A map showing the location of these highways is attached.

JLQ/mb
Attachment

February 26, 2004

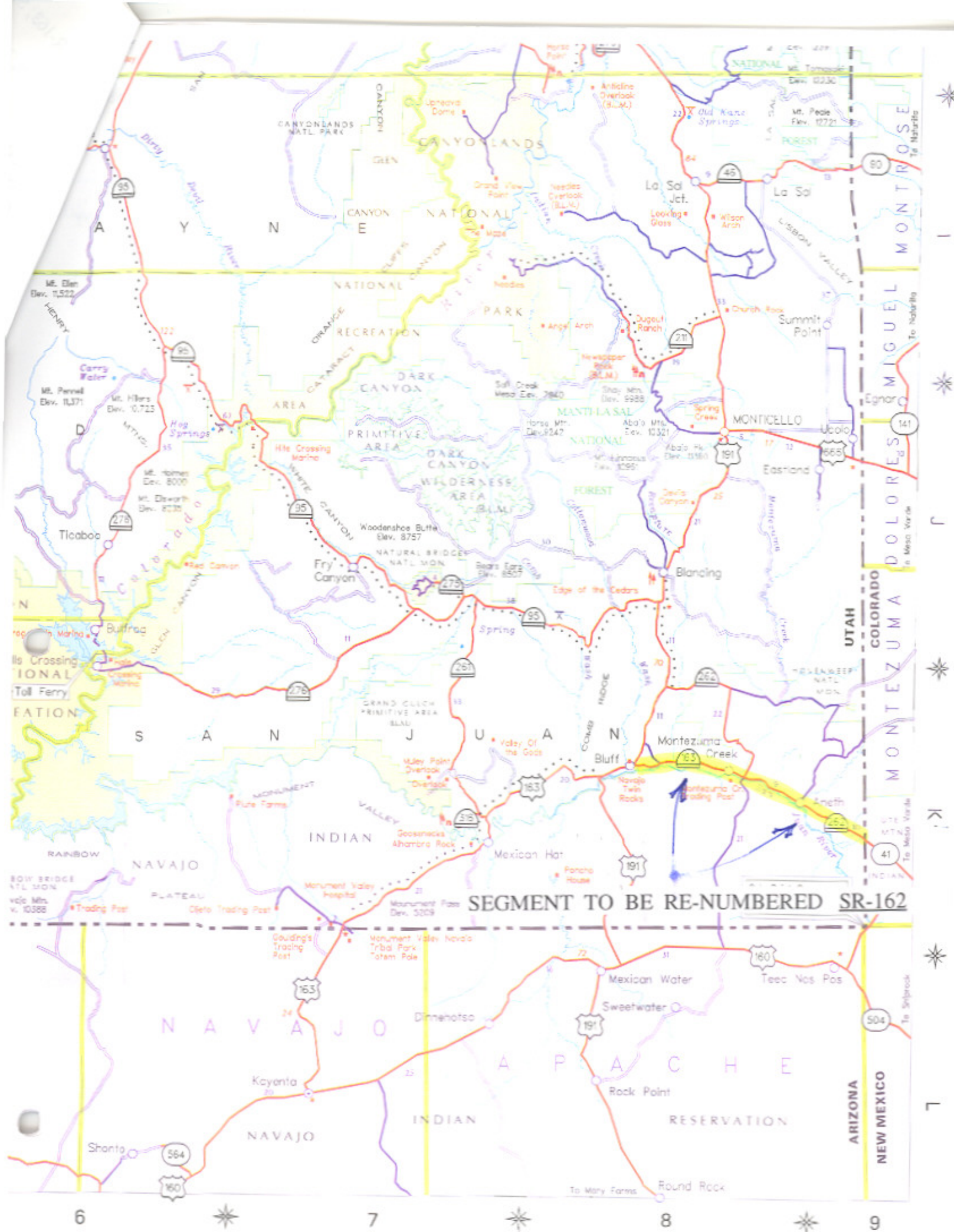
Max Ditlevsen, Program Development Director
Lloyd Neeley, Pavement Management Engineer
Gary Kuhl, Planning Statistical Engineer
Lee Theobald, Information Analyst Supervisor
Jerry Arnold, HPMS Coordinator
Mark Fry, Transportation Data Planner
Scott Nay, Transportation Data Planner
Russ Scovil, Field Inventory Engineer
Wayne Jager, Statewide Planning Engineer
Kelli Bacon, Chief Cartographer
Kim Schvaneveldt, Engineer for Programming
Brett Hadley, Local Government Program Eng
Chris Glazier, GIS Coordinator
Bret Anderson, STIP Coordinator
Kathy Starks, Program Development Officer
Char Mitchell, Programming Coordinator
Leone Harwood, Transit Manager
Linda Toy-Hull, Dir. Leg. & Government Affairs
Chuck Larsen, Comptroller
Darrell Giannonatti, Director for Const. & Materials
Jason Davis, Engineering Services Director
Brent Jensen, Chief Environ. Engineer
Keith Brown, Chief Geotechnical Engineer
David Kinnecom, ITS (TOC) Manager

Richard Clarke, Engineer for Maintenance
Lynn Bernhard, Methods Planning Engineer
Jim McMinimee, Project Development Director
Stan Burns, Engineer for Research & Develop.
Fran Rieck, Statewide Permits Officer
Lyle McMillan, Right of Way Chief
Warren Grames, Risk Manager
Rae Ann Jensen, Records Supervisor
David Nazare, Bridge Management Eng./Structures
Robert Hull, Engineer for Traffic & Safety
Robert Clayton, Accident Information Manager
Zeke Gonzalez, Studies Engineer
Peter Jager, Traffic Studies Engineer
John Leonard, Traffic Operations Engineer
Larry Montoya, Signal & Lighting Engineer
Glenn Schulte, Transportation Safety Specialist
Peter Tang, Safety Transportation System
Major Neil Porter, Utah Highway Patrol
Dal Hawks, Region Four Director
~~Kleston Laws~~, Price District Engineer
Clayton Wilson, Region Four Field Engineer
Hugh Kirkham, Deputy Construction Engineer ?
Lee Meyers, Shed 4421 Supervisor
Dale Stapley, Price District Permits Officer

Region four - Scott Goodwin

— add Region Pavement Managers

not filled yet



Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: May 12, 1986

TO : THOSE LISTED BELOW

FROM : W. Ronald Delis, P.E. *Mr. Ronald Delis*
Engineer for Transportation Planning

SUBJECT: Addition of SR-163 to the State System of Highways

Attached is a copy of the resolution and location map.

Attachments

DISTRIBUTION LIST

H. B. Leatham, Engineer for Planning & Programming
 Jerry Fenn, Standards & Special Studies
 Gordon Maestas, Fiscal Planning & Programming
 Bill McCoy, Comptroller
 Wes Dunn, Maintenance
 Keith Rosevear, Transportation Planning
 Gerald Barrett, Maintenance
 Lester Jester, Roadway Design
 James Naegle, Locations
 Robin Hood, Transportation Planning
 Art Guerts, Safety
 Martin Cutler, Transportation Planning
 Melodie Gilbert, Central Files
 Mark Musuris, Safety
 Ken Riddle, Transportation Planning
 Richard Julio, Safety
 Heber Vlam, Materials & Research
 Sgt. Whitney, Highway Patrol
 Edwin McMillen, Roadway
 Richard B. Roberts, Fiscal Planning & Programming
 Ron Rasmussen, Structures
 Dyke LeFevre, District Four
 Calvin Black, San Juan County Commission

DW 5/12/86

RESOLUTION

Addition State Route 163
San Juan County

WHEREAS, on September 14, 1984 the Utah Transportation Commission voted unanimously that upon completion of Federal-aid Secondary project RS-0408(2), the roadway from Bluff to Montezuma Creek be added to the State Highway System, and

WHEREAS, Federal-aid Secondary project RS-0408(2) has been completed and the roadway is open to traffic, and,

WHEREAS, portions of this roadway were built on new alignment and San Juan County desires that portions of the old alignment remain on the county "B" Road System.

NOW, THEREFORE, be it resolved as follows:

That the roadway from State Route 191 near Bluff easterly, coincident with FAS Route 408, to State Route 262 at Montezuma Creek be added to the State System of Highways and be designated as State Route 163.

That this action is in accordance with Section 27-12-27 of the Utah Code Annotated, 1953.

That by this action State Highway System mileage will increase 14.0+ miles and San Juan County "B" System mileage will decrease 7.7+ miles.

That the accompanying map and a portion of the Utah Transportation Commission minutes of September 14, 1984 be hereby incorporated as part of this resolution.

Dated this 18th day of April, 1986

UTAH TRANSPORTATION COMMISSION

[Signature]
Chairman

[Signature]
Vice-Chairman

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

Attest:

[Signature]
acting Secretary

San Juan County Request

Commissioner Taylor explained that the request from San Juan County is big. He said he discussed it with their Commission at length and has taken a very critical look at the request. They have requested turning the Class B. System over to the State. He also said that Carbon County presented their list to the Governor yesterday.

Commissioner Taylor said some of the points have merit, but overall the requests for transfers in San Juan County are not justified. He recommends that the road from Bluff to Montezuma Creek be transferred to the State Highway System. UDOT's staff recommends deleting SR-262 from the State Highway System, but Commissioner Taylor doesn't agree because SR-262 needs a lot of work.

The motion was made by Commissioner Taylor that out of the package we recommend to the legislature that the road from Bluff to Montezuma Creek be placed on the State Highway System and that we reject the rest of the San Juan County request. He noted there are other roads that have merit. They include the road from Aneth to Ismay and Ismay to Cortez, Colorado. He suggested keeping an eye on that section and working closely with Colorado in a cooperative effort when they are ready. Another one to keep in mind is the road from US-163 to Oljato. Commissioner Church seconded the motion.

Howard Leatham said that he understands that Bluff to Montezuma Creek will be worked on under a Federal Aid Secondary Project to be let in the near future, and he recommended that it not be put on the State Highway System until that is done. At the time it is complete, we can put it on the State Highway System. Voting was unanimous that;

At the completion of the Federal Aid Secondary Project, the road from Bluff to Montezuma Creek will be added to the State Highway System.

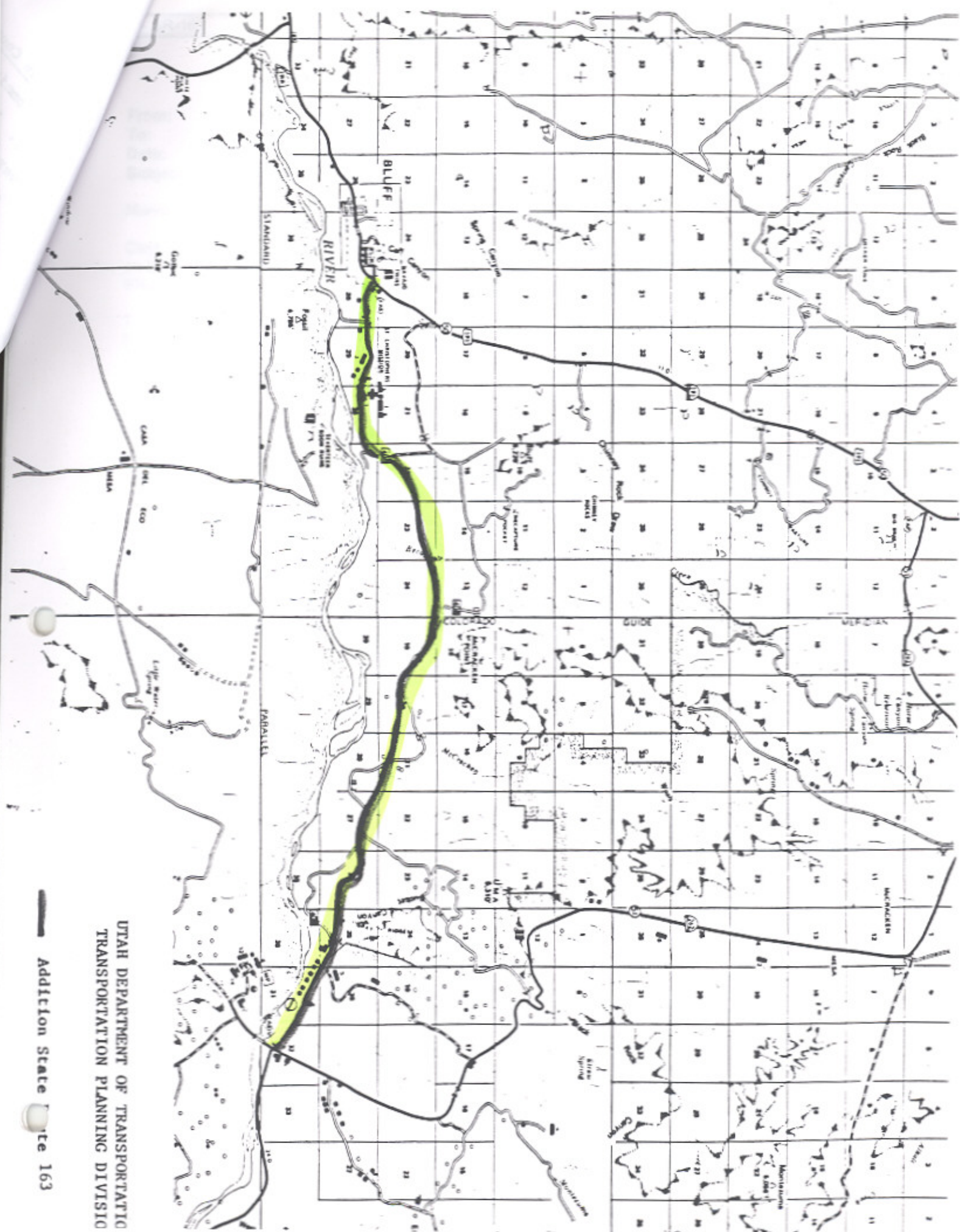
Interstate Signing

Representative Haze Hunter said that as one representative in the State and from the House of Representatives as a whole, he appreciates the job being done by the Transportation Commission and the Department of Transportation.

Representative Hunter remarked that the State of Utah depends on the tourist. They are trying to get them off the Interstate onto outlying roads where they can spend more time in the area. He feels that Iron County at Cedar City is inadequately signed. There is one sign on the south and nothing from the north for Cedar Breaks. They are requesting better signing be

UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION

— Addition State Route 163



From: Wayne Jager
To: Braun, Marva
Date: 1/30/2004 9:56AM
Subject: SR-163

Marva

Clayton Wilson visited with Dal Hawks, and I visited with Hugh Kirkham, who both agree with the change on SR-163 and SR-262. I attached a map with the changes. The yellow should remain designated as SR-262, and the blue should receive a new route number.

This will reduce the number of sign faces that will need to be changed. It will also provide a constant highway number to the better and more traveled route.

Let me know how I can help with this.

Wayne

CC: Hawks, Dal; Kirkham, Hugh; Nichol, Kevin; Quick, John; Wilson, Clayton

